

THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

CONTENTS FOR DECEMBER, 1926

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BRITISH EMPIRE LEADERS, AT THE IMPERIAL CONFERENCE

In London, on October 19, the Prime Ministers and other representatives of the Governments of the British Empire assembled for the third Imperial Conference held since the war. The first was in 1921, the second in 1923. There were delegates from Canada, Australia, New Zealand, Union of South Africa, Irish Free State, Newfoundland, and India. Our illustration shows Stanley M. Bruce, Prime Minister of Australia, with Winston Churchill, British Chancellor of the Exchequer, on the higher step. In the forefront are W. L. Mackenzie King, Prime Minister of Canada, and Stanley Baldwin, Prime Minister of the British Empire. In Great Britain and throughout the countries which in the aggregate are termed the British Empire, this third Conference is regarded as one that is shaping permanent history in ways that are profoundly important. Canada and the other Dominions are recognized as having attained full independence and equality so far as their relations to the British Parliament are concerned. Canada and Australia now follow the example of Ireland in appointing a Minister to the United States and establishing a legation at Washington.

THE AMERICAN REVIEW OF REVIEWS

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No. 6

THE PROGRESS OF THE WORLD

*Records for
the Benefit
of Historians*

The present number of this periodical completes the seventy-fourth half-yearly volume. Some meritorious writers, who have been producing volumes that deal with the history of the last years of the nineteenth century and the first quarter of the twentieth, have learned to rely upon the bound files of THE AMERICAN REVIEW OF REVIEWS for much accurate information and for a fairly impartial estimate of current sentiment. With this fact in mind, our readers will at once perceive that we must set some things down for the convenience of future historians who will shrink from the harder task of rummaging through tons upon tons of old newspapers. As the daily press serves the editor of a monthly periodical devoted to public affairs, even so must the magazine editor give faithful aid to the compilers and "rewrite men" who offer us their more or less sprightly volumes in library binding. These book-writing persons, under control of traditions that the American Historical Association has not dispelled, continue to regard affairs of government and politics as the central theme for the guild of respectable historians.

*Politics
Neglected
in 1926*

Now it happens to be true that in the year 1926 the people of the United States have shown no very absorbing interest in the sort of thing about which the pages of history concern themselves somewhat too exclusively. It is already almost forgotten that general elections were held throughout the United States as recently as the second day of November. Not one person in a hundred was definitely aware that the Senate of the United States assembled in solemn conclave on the tenth of November,

sitting in all its dignity as a Court of Impeachment, with the Vice-President in the chair. This remark is not intended to imply that the public should have been excited over the technical aspects of the impeachment of Judge English, who resigned just before the Senate met to try his case, and who will never be arraigned, inasmuch as he has chosen not to answer the charges brought against him by the House of Representatives. The fact that such popular excitement as attended the elections was only mild and superficial, even in the few places where the dead calm of lethargy seemed to be disturbed by a momentary breeze of praiseworthy enthusiasm, should not be taken too ominously by earnest believers in salvation by politics.

*No Occasion
for Partisan
Excitement*

This lethargy does not prove that our institutions of government are breaking down. On the contrary, they are in a sounder and more hopeful condition than at any time within the memory of veteran observers. It happens that the opportunities of life are more varied and complex, and that many things are now being dealt with by specialists—things that once, in simpler times, engaged the public more directly. People in the mass are justified from time to time in trusting the specialized groups who are working upon the solution of particular problems. Our lawmaking is more intelligent, and our administration more capable and efficient, than at any previous time in the history of the United States. In comparatively happy and fortunate years like the present one, it would have been a wholly insincere and artificial thing to have had party passion so stimulated that Democrats should have regarded

Republicans as enemies of the country, and *vice versa*. Almost every important decision that has been reached of late, in affairs of government, has been worked out upon a non-partisan basis. This is true of the individual States, and it applies also to the federal organization.

*Buoyant
Moods are
Healthful*

It was by no means a sign of utter frivolity, therefore, that St. Louis grew so excited for a brief week over the victory marking the close of the baseball season. That the Army and Navy football game at Chicago was a topic about which many people besides juveniles were pleasantly alert was not necessarily a symptom of social decay or of inability to concentrate upon issues of more serious import. An article in our present number deals with one of the major engineering projects that Chicago has on foot; and there are many enterprises going forward in that metropolis that indicate capacity for affairs of vast moment, and that hold abundant promise for the future of human society. Local effervescence over athletic rivalry between the University of Chicago and Northwestern University is merely an indication of buoyant spirits, and is quite compatible with the amazing progress in fields of scholar-

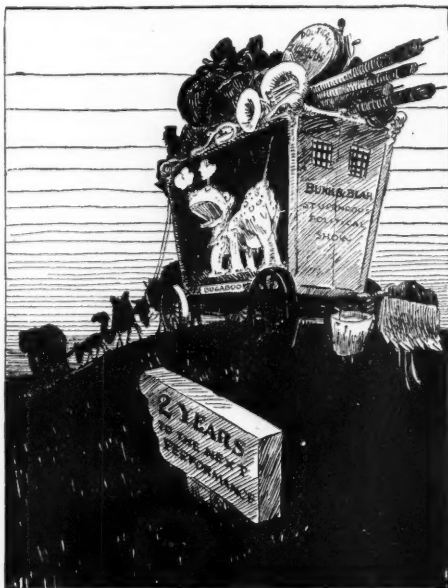
ship and of productive scientific research for which both of these institutions are winning recognition everywhere. It is true that the current political life of Chicago and of Illinois does not inspire spontaneous tributes of grateful praise. But, since criticism is so unsparing, there is less reason for discouragement than if political and social life were wholly stagnant, with officialdom corrupt and with the public contented. Where so many admirable things of a public kind are going forward, it is hardly believable that political disease is deep-seated beyond recovery.

*Dominant
News
Topics*

In New York, almost everybody of both parties in the November elections seems to have favored a modification of the Volstead law. Yet there was no excitement over the matter, and the most cosmopolitan of all great cities is less discontented and more law-abiding than ever before—an assertion that we make with confidence and in spite of all claims to the contrary. Not so much for the benefit of our present readers as for the convenience of those future historians to whom we have already alluded, we shall proceed to set down some facts regarding the things that happened in New York and elsewhere on the election day that now seems so very long ago, the exact date having been November 2, 1926. During the period since that election, some millions of men and women in New York and adjacent States have been following the course of a protracted murder trial in the State of New Jersey. The principal newspapers of New York City are not without a sense of responsibility as regards the civic welfare; and during the political campaign they probably went beyond the demands of most of their readers in the space that they gave to the speeches of the principal candidates. But, with the election out of the way, they have been terribly complete in their reports of a murder trial that has appealed to the reading public as a more baffling story of crime and mystery than anything that Gaboriau ever invented or that Sherlock Holmes ever tried to unravel.

*Use and
Abuse of
New Freedom*

The Los Angeles criminal courts have also furnished the country with a continued story—a less tragic one, however, because a kidnaping plot whose clerical victim escapes unharmed is hardly to be compared



THE POLITICAL SHOW IS OVER
By "Ding," in *Herald Tribune* (New York)

with the shocking crime in the East that involved the death of a clergyman. If these things take undue hold upon public attention, it is merely a proof of the old saying that nature abhors ε vacuum. A generation ago, Americans were working from two hours to four hours longer every day than they are at present. They now have an amount of physical and mental capacity—over and above the exactions of the day's regular job—that they have not learned how to employ in the best ways. But, with all this growth of leisure and freedom, we are improving as a nation in average intelligence, in social refinement, and also in physical stamina. If it be true that the discovery of one fossil tooth last month sets back the lifetime of the human species to a date a million years more remote than the scientists had previously estimated, it is merely to be said that our people have waited a good many million years for the opportunity to ride about in automobiles and to see what is going on in the next township.

*The Normal
Balance
Unshaken*

To hold, therefore, that the automobile is producing a demoralizing restlessness is to show lack of perspective as well as a harsh and unsympathetic spirit. If for millions of years mankind struggled upward with nothing but fighting and hunger and privation, it is quite time that the shorter work-day should have been secured; that adults should have begun to play and to amuse themselves; and that a wholesome curiosity should be satisfied by a visit to the people who live beyond the hills that bound the local horizon. As for home-keeping, the radio restores the normal balance that the automobile was accused of disturbing. There is no escaping many pains and sorrows that are incident to our brief span of life on this planet, even where conditions are the most favorable. But no help is to be found in strained seriousness of attitude, on days when the going seems fairly good and the barometers indicate continued fair weather in business, in politics, and in private affairs.

*Seventy
Congress
Elections!*

These remarks are meant to imply a reasonably optimistic opinion of the results of the recent elections. The Congress that voters chose last month will be known as the Seventieth one, in the long and unbroken



**SOME DEMOCRATS WHO WERE ESPECIALLY
INTERESTED**

From the *Star* (Washington, D. C.)

(Mr. Berryman's portraits include Governors Ritchie of Maryland, Smith of New York, and Donahey of Ohio, all of whom were reelected on November 2. Also the group shows Mr. Pomerene, who was defeated for the Ohio Senate seat, and Mr. McAdoo and Senator Reed of Missouri)

series that the American people began to elect in the year 1788. We have had a mighty growth since the Federal Constitution was adopted, but our form of government has lasted well and it meets the needs of the twentieth century quite as fully as it did those of the last dozen years of the eighteenth. In some minor details not affecting the structural form and balance of the Government, there are changes that could be made to advantage. Thus, if the wise men who framed the Constitution were with us to-day, they would doubtless agree almost unanimously that when Congress convenes after the elections of November the assembling body should consist of the newly elected Representatives rather than of the members chosen at the previous election. In each of our States, it is the new rather than the old legislature that meets after an election has been held; and this is true, generally speaking, of all the parliamentary bodies that have come into being everywhere in the world, the only exception, so far as we are aware, being our own Congress at Washington.

*Opening a
"Lame-Duck"
Session*

Speaker Longworth, on December 6, will call the Sixty-ninth Congress to order, and it will have to deal with appropriation bills for the calendar year ending June 30, 1928, and with whatever subjects of general legislation may be brought forward. Vice-President Dawes will preside over a sena-

torial body that includes a number of men who were defeated in their respective States on November 2. It was not merely the lack of railroads and telegraphic communication that impelled our statesmen of that early period to allow a considerable margin of time to intervene between elections and the induction of new men into office. They were providing against changes that might be too abrupt and might thus disturb the continuity of government. They did not anticipate the rise of our two party system, and they had many ends in mind that did credit to their sagacity. Sooner or later we shall undoubtedly make some change in the date of inaugurating a new President, and also arrange congressional dates that will do away with what is now known at Washington as the "lame-duck" session. The need for these changes is not desperate, but they ought to be made in placid times like these, with a view to future emergency.

*Popular
Government
Not Failing*

Whether we are talking about the present Sixty-ninth Congress or looking ahead to the Seventieth, it is timely enough to remark that the American Congress continues to be—what our forefathers planned and hoped for—an excellent law-making body. There is much haphazard talk among political theorists as to the breakdown of what are known as parliamentary institutions. There is no real evidence of any such decline, except for circumstances here and there, as in Italy, that would seem to be exceptional and transient. In not one of our forty-eight States is there the slightest disposition to make any profound changes in the form of government. In several States, notably in New York, we are making the executive branch of government more compact and responsible, and are moving in the direction of a better kind of public finance based upon the plan of an executive budget. Our legislatures are, as a rule, more free than ever before from scandal, and upon the whole are growing more efficient. The Congress of the United States in both houses is intelligent, industrious, and highly reputable. Parliamentary government in Canada, Australia, and South Africa is, speaking at large, in a condition that shows no tendency to decline, but, on the contrary, is progressive and duly responsive to public opinion. The setting up of separate parliaments at Dublin and Belfast has been advantageous in many respects, and the

British Parliament at Westminster was never more firmly established than to-day as an organ of government. Germany, now a federated republic, manages to carry on a system of parliamentary institutions with reasonable success; and the whole tendency of Central and Eastern Europe is now toward democracy and representative government, with popularly elected assemblies as the authoritative agencies.

*The Senate
and the
States*

The equality of the States in the make-up of the Senate was one of the original compromises that the convention of 1787 found it necessary to make in order to bring the small States firmly into the Union. The Senate was intended to represent the sovereignty of the States as such, and was regarded therefore as having some of the attributes of a diplomatic body. The reasons for this equality in the Senate are not now so evident. It was supposed that—with a six-year term, only one-third of the Senators retiring in any given year—this upper chamber would have a highly stable quality, while the control of the House of Representatives, the entire body being changed every two years, would be more fluctuating and mercurial. But the fact that the House is so well-adjusted to the growth of the country by the periodical distribution of seats in the ratio of population, has had a tendency to make it the



TWIN BEDS

By Cargill, in the *Tribune* (South Bend, Ind.)

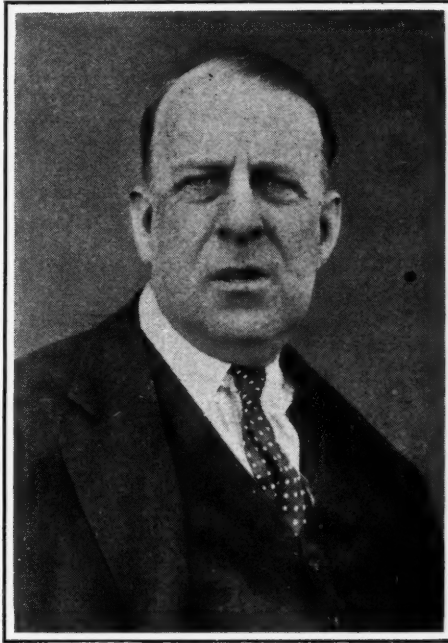
more national and reliable body, while the Senate has frequently had the appearance of being sectional and lopsided. When an upper chamber becomes as unresponsive to public opinion as the House of Lords had proved itself to be a quarter century ago, some change is inevitable; and, in point of fact, that excellent and in many ways useful body has had to accept a great reduction in its authority as compared with the House of Commons.

**Possible
Future
Changes**

Nothing of this kind is in view at Washington. The Senate, however, is in a position to obstruct business by reason of its lack of rules that would limit debate and prevent filibusters. Thus certain combinations are now possible in the Senate, with its group of so-called "lame duck" members, that might encourage filibustering. The object would be to prevent passage of appropriation bills before necessary adjournment on the fourth of March, so that President Coolidge might feel himself compelled to call an early extra session of the Seventieth Congress, in which the Republican control of the Senate would be found greatly weakened by reason of the elections. We are not facing any changes in the structure of the Senate in the near future, although it can do no harm to theorize regarding possible changes. Thus, if several States, beginning with New York and Pennsylvania, were to be divided into two parts—at least for representation in the Senate, and in the Electoral College—advantages would accrue even to the small States in more than one way. A State like New York, for example, has so large a block of votes in the Electoral College as to exert an undue influence upon presidential politics. "Up-State" would be normally Republican, and down-State Democratic, so that New York City would be less important as a political pivot. In view of population and wealth, no one could reasonably object to the election of two United States Senators from metropolitan New York and two from the great State that lies to the North and West. But these are matters that have not risen above the horizon of practical politics.

**Republican
Control of
Next House**

Turning from such reflections to the actual results of the recent elections, it is to be remarked at the outset that nothing strikingly important or unexpected was said or done by the sovereign will of the voters at the polls.



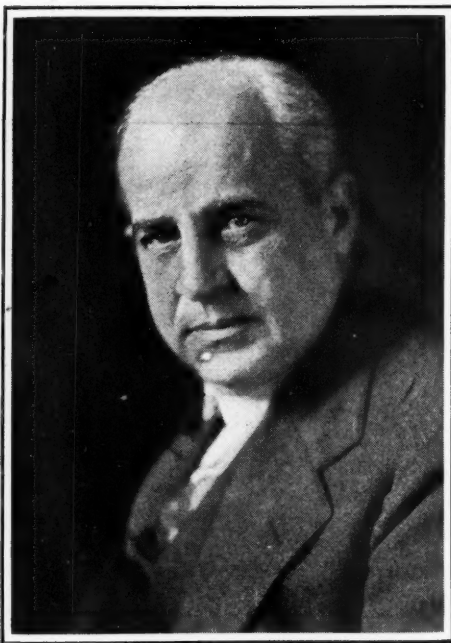
HON. DAVID I. WALSH, OF MASSACHUSETTS

(Mr. Walsh defeated Senator Butler in the election and takes his seat at once; for Mr. Butler was serving temporarily only, by appointment of the Governor, in the place of the late Henry Cabot Lodge. Mr. Walsh is a Democrat, a Boston lawyer, who was Governor of his State in 1914 and 1915 and a member of the United States Senate from 1919 to 1925)

The country has not chosen to make any sweeping rejection of the Republican party in favor of the Democratic party. As regards the House of Representatives, there will be a Republican majority in the Seventieth Congress, although this will not be as large as in the Sixty-ninth. All citizens, whether under or over the voting age, should have in mind a few figures such as the fact that there are 435 seats in the House of Representatives and ninety-six in the Senate. In the Sixty-ninth House, there have been 246 Republicans and 182 Democrats, with five places belonging to minor parties and two vacancies. In the Seventieth Congress, there will be 237 Republicans (a loss of nine), and 195 Democrats (a gain of thirteen), some of the seats belonging to minor parties having disappeared. Taking everything into account, the Republicans did very well in the Congressional Districts.

**Senate Will
Be Closely
Balanced**

The Senatorial situation is less fortunate for the Republicans. At election time the Senate was made up of fifty-four



HON. HARRY B. HAWES, OF MISSOURI

(Mr. Hawes takes his seat in the Senate immediately, having been elected to fill out the term of the late Selden P. Spencer. He is a Democrat, a St. Louis lawyer, for three terms a member of the House of Representatives)

Republicans, forty Democrats, and one Farmer-Labor member, with one vacant seat. In the Seventieth Congress there will be forty-eight Republican Senators, forty-seven Democratic, and one Farmer-Labor member. It so happens that under normal conditions almost exactly half of the forty-eight States of the Union may be assigned to each of the two great parties. Wisconsin and North Dakota may be classified as quite definitely insurgent, although their radicalism has a Republican rather than a Democratic background. Thus, if we were not trying to be too precise, and should in a somewhat general way remark that twenty-four States were normally Republican and twenty-four were normally Democratic, we should expect to prove the assertion by finding the parties to be approximately equal in the Senate, each State having two Senators. But if we found that the twenty-four Republican States were in the aggregate considerably more populous than the twenty-four Democratic States, we might expect that the Republicans would have a working majority in the House of Representatives. We should also

discover, however, that this working majority would be kept down by the fact that so many of the Democratic States are solidly Democratic—as in the South—so that they elect no Republican Representatives, whereas the Republican States as a rule contain some Democratic districts.

*Democrats
Regain
Their Own*

Having these considerations in mind, we can better understand what happened on November 2. Although the Democrats seemed to make impressive gains in the choice of Senators, they were in reality winning back seats in normally Democratic States, these, for instance, being Maryland, Kentucky, Missouri, Oklahoma, and Arizona. It happened that a good many Republican Senate seats were at stake in the election, while no Democratic seats were involved except a certain number in the South that were wholly safe. A moment's thought enables the citizen to keep in mind the fact that thirty-two Senate seats which had to be filled were precisely the thirty-two seats that were at stake in the great Republican sweep of 1920, since Senators hold their places for six years. After eight years of President Wilson and Democratic rule the pendulum swung the other way in 1920 and



A DAY'S WORK BY THE DEMOCRATIC DONKEY

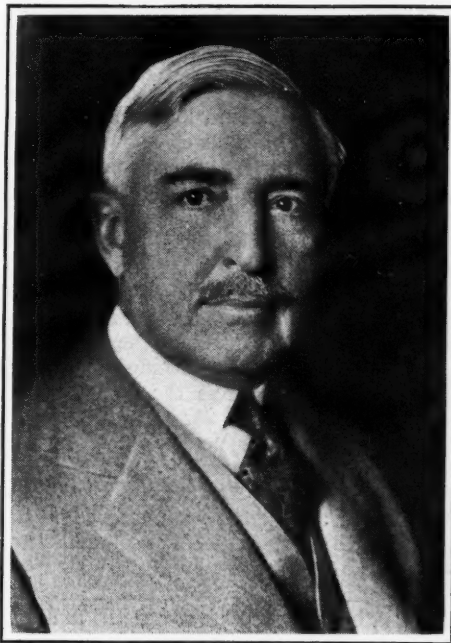
By Sykes, in the *Evening Public Ledger* (Philadelphia, Pa.)

[The chips from the Republican tree represent Senate gains for the Democrats, in Massachusetts, Maryland, Oklahoma, Kentucky, Missouri, and Arizona. The cartoonist seems to have overlooked the Democratic victory in New York]

a number of normally Democratic States were carried by the Republicans. Considering the many possible danger spots this year, the Republicans came out rather better than some of their discriminating experts had counted upon.

Massachusetts Restores a Favorite Son They met with only two positive reversals in all the States that were engaged with Senatorial contests. These two were the defeat of Senator Butler in Massachusetts and that of Senator Wadsworth in New York. Massachusetts remains a strongly Republican State, Governor Fuller having been re-elected by a plurality approaching 200,000 votes over Mr. Gaston, his Democratic competitor. Fourteen of the sixteen Congressmen from Massachusetts sitting in the Sixty-ninth Congress were reelected to the Seventieth. In the Third and Eighth Districts, Mr. Fess and Mr. Dallinger, respectively, were nominated by the Republicans and were duly elected as new members. In the new House, the Massachusetts delegation will stand thirteen Republicans and three Democrats as heretofore. Nevertheless, Senator Butler, the President's particular friend and counsellor, who is also chairman of the National Republican Committee, went down to defeat. His opponent was the well-known former Senator, David I. Walsh, who is a great vote-getter and exceedingly popular. Mr. Walsh ran much more than 100,000 votes ahead of the Democratic State ticket, while Mr. Butler ran correspondingly behind the Republican State ticket.

Mr. Coolidge and Mr. Butler President Coolidge had made the general rule that he would not personally intervene in the elections in any State on behalf of particular candidates. As the election approached, however, he was persuaded to depart from this rule in the case of Senator Butler. The President's letter was sincere and straightforward, but the results showed that it was not useful. Everybody in Massachusetts knew that President Coolidge desired to have his friend and political adviser elected to the Senate, and a White House appeal was unnecessary. Mr. Butler had been appointed to the Senate by the Governor after the death of Senator Lodge. The people of Massachusetts now show in their choice of Congressmen and their support of the State Republican ticket that they



© Harris & Ewing

HON. WILLIAM M. BUTLER, OF MASSACHUSETTS

(Who lost his seat in the Senate to his Democratic opponent, but who remains chairman of the Republican National Committee. For two years past Mr. Butler had been serving by appointment, pending an election, in the seat of the late Senator Lodge)

are standing staunchly by President Coolidge. When it came to voting for Senator, they were not intending to show disapproval of the President or to express any particular objection to Mr. Butler, who is a highly esteemed man of affairs and greatly respected. They were not voting against Butler, but they were merely voting for Walsh on personal grounds as a leader who knows how to win the crowd, especially in Boston and the other Massachusetts cities. It is taken for granted that Mr. Butler will remain as chairman of the National Republican Committee until 1928. Thus the Massachusetts election had no significance outside of the State, except as showing that partisanship is not so intense as it once was, and that an exceptionally magnetic individual may run far ahead of a party ticket that is regarded as entirely acceptable. There are many influences and motives, also, that control elections, irrespective of party names, and Mr. Walsh in Massachusetts, like Governor Smith in New York, is the beneficiary of some of these powerful elements of political strength. Massachusetts remains, like Vermont, a Coolidge State.

*Al Smith
Holds His
Supporters*

In the New York elections, Governor Smith was not only making his fifth campaign for the post that he now holds, but he was also making a demonstration of his popular strength in view of his well-known aspiration for higher honors. During the greater part of its history, the Democratic party in New York State has been sharply divided. But Governor Smith seems to have succeeded in winning all party elements. The anti-prohibition sentiment in New York is not only strong but aggressive, and it seems to have been the opinion of the Wets, regardless of party, that a rousing victory for Al Smith would impress the country and would help to hasten forward the movement to modify the Volstead Act with a rewriting of the Eighteenth Amendment as the ultimate aim. Congressman Ogden L. Mills made an energetic campaign for the governorship, but the election of Al Smith had been predetermined by the voters of New York, and their mood was not to be changed by arguments. Mr. Mills at least succeeded in waking up the Republicans of western New York, and in compelling the State to recognize in his person a rising leader and a young man of ability, training, and force who was likely to go far.

*Al Smith
in Election
Statistics*

In studying political figures for New York State, it is necessary to consider New York City as a separate entity. In the broad Empire State, apart from New York City, Mr. Ogden Mills rolled up a plurality over Governor Smith of almost 240,000 votes. But in New York City, where approximately 1,200,000 votes were cast for Governor, more than 838,000 were for Smith and a little less than 355,000 for Mills. Smith's plurality in the city was in excess of 483,000; and thus he carried the election as a whole by a plurality of almost 250,000 over Mills. This compares with his plurality in the presidential year 1924 over Col. Theodore Roosevelt of 108,561 votes, and in 1922 over Governor Miller of 385,938 votes.¹ While still in the legislature, Smith had won praise for his good work in the Constitutional Convention of 1915; and Tammany discovered—through the discriminating praise of so eminent a Republican as Elihu Root—that they had in Al Smith something more than an ordinary politician and placeholder. So they made him Sheriff of New York with lucrative

fees, and he was elected President of the Board of Aldermen by an impressive majority. Next (in 1918) they tried him for the governorship against Governor Charles L. Whitman, who was running for a second term. Smith was elected, but by only 17,000 plurality. Two years later he was defeated by Judge Nathan L. Miller in the sweep of the Harding victory, but he ran a million votes ahead of the rest of his ticket and lost no prestige. He entered private business for a little while, and then, in 1922, he defied Boss Murphy and compelled him to leave Mr. Hearst off the Democratic ticket. He carried the State by the great plurality mentioned above. It was this situation that was regarded as making him presidential timber, and that led to the memorable struggle in Madison Square Garden two years later.

*Judge Wagner
for the
Senate*

The betting odds to the very last had been strongly in favor of the reelection of Senator Wadsworth. It was believed that he was so great a favorite with the Democratic Wets in New York City that the friends of Al Smith would give him a large vote in return for expected Republican support of the Governor. The prophets, however, made serious miscalculations. Mr. Cristman, who ran as a Republican Independent, polled nearly 225,000 votes, most of which would have gone to Wadsworth but for the wet-and-dry issue. Furthermore, the positive strength of Judge Robert F. Wagner, the Democratic candidate, was underestimated. He received a total vote of more than 1,320,000 as against a vote for Wadsworth of about 1,199,000, his plurality exceeding 121,000. Judge Wagner had come to New York as a German immigrant boy in the steerage with his parents, and had passed from the public schools through the City College and a local law school, always with the highest standing. His career in both houses of the legislature had won for him the friendship and confidence of his Republican opponents; and his recent years of service as a Judge of the Supreme Court of New York have now brought him added esteem.

*One Lone
Republican
Victor*

The popularity of Al Smith, besides winning the day for Judge Wagner, carried to victory with him all the Democratic State ticket excepting the Attorney-General. The

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present Republican occupant of that office, Hon. Albert Ottinger, was reelected by a plurality of about 9,000 over his opponent. So far as the average voter was aware, there was no reason to "scratch" the name of Stolz of Syracuse. But Ottinger is popular in New York City, and it so happens that he, rather than Senator Wadsworth, was the sole Republican whom the voters of the State at large chose to continue in public office. The Attorney-General has become, since the election returns, a Republican leader who expects deference. It is to be remarked that, in spite of the sweeping victory of Governor Smith, the Republicans secured a working majority in both branches of the legislature.

*Results
of the
Referendum*

Political correspondents have been roaming about the country in order to ascertain the bearing of Governor Smith's victory in New York upon his prospects as a presidential candidate. Democrats of the South and West, we are told, are far from being convinced that Smith is the inevitable nominee. For one thing, he represents the anti-prohibition attitude in its most challenging form. The precise wording of the State referendum upon modification of the Volstead Act was not much discussed. The public assumed that those voting Yes were opposed to national prohibition, and that those voting No stood loyally by the Eighteenth Amendment. The total vote on this question in the State was 1,666,227 Yes to 525,020 No, a wet majority of more than three to one. Taking New York City alone, 1,004,011 affirmative votes were met by 156,259 in the negative. Outside of New York City the wets beat the drys almost two to one. It is to be noted that Mr. Cristman for the Senate fell far short of polling the full dry vote. The wet leaders in New York have been too confident as to the influence of this referendum upon Congress and the country. Certainly the vote represents dissatisfaction with things as they are; but little else can be said for it.

*Wet and Dry
Voting
Elsewhere*

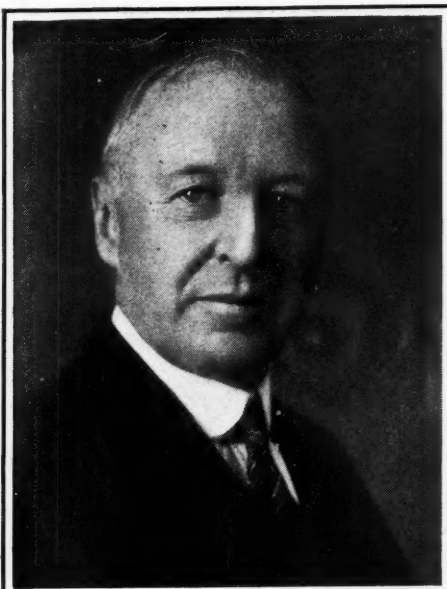
In California, the referendum on a proposal to repeal the State Enforcement Act was lost by a good margin, and this is counted a victory for the drys. Seeming victories one way or the other, in several States that voted upon drink questions, were not convincing to the losers, and have not



**HON. ALBERT OTTINGER, REELECTED
ATTORNEY-GENERAL OF NEW YORK**

(Mr. Ottinger was the only Republican who was successful in the State-wide voting of November 2. He is a New York City lawyer, and his first term of service has been so acceptable as to gain a second)

greatly impressed the country. The Illinois referendum, in a form copied from that of New York, resulted in a wet victory of more than two to one. In Missouri, the voters refused emphatically to repeal the State enforcement laws. The same thing was true in Colorado. Wisconsin voters acclaimed their desire for wine and beer. Nevada and Montana voted wet. The Anti-Saloon leaders, checking up the supposed prohibition support in the new Congress, find the drys as strong as ever, with both Senate and House uncompromisingly dry by more than three to one. There is not the ghost of a chance for modification of the Volstead Act in the near future; still less for repeal of the Eighteenth Amendment. The Democrats, therefore, will consider carefully before they commit themselves to a presidential campaign in which their candidate and platform alike will assume championship of the fight against prohibition as their foremost issue. Those Democrats who agree with Mr. McAdoo are not merely dry in a passive way, as a matter of temporary political discretion. They are actually crusading for prohibition as a scientific and permanent reform, of immense economic and social advantage.

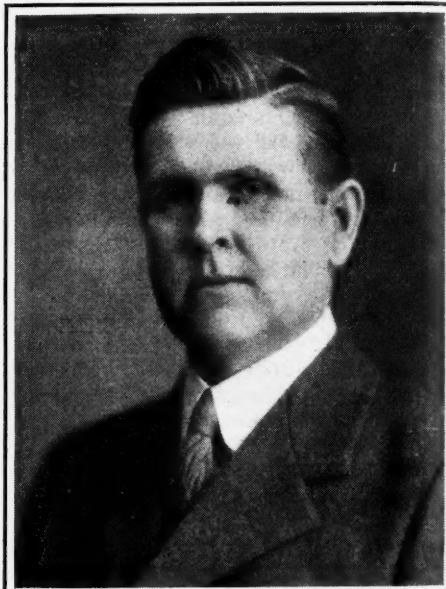


HON. JOHN S. FISHER, GOVERNOR-ELECT OF PENNSYLVANIA

(Mr. Fisher's candidacy was not objectionable to any Republican element, and he was successful by an immense majority. He is a lawyer, a director in many public-service companies, and a trustee of the State College)

*Elections
in Several
States*

The State of Pennsylvania supported the Republican State ticket even more overwhelmingly than usual, the vote for John S. Fisher for Governor being 1,068,364 as against only 356,407 for his opponent, Mr. Bonniwell. Congressman Vare, running for the Senate, fell 257,841 behind Governor-elect Fisher. A change of a small percentage of voters would have elected the Democratic candidate, Hon. William B. Wilson. In Ohio, Governor Donahey (Dem.) was reelected for a third consecutive term by a sweeping majority, while ex-Senator Pomerene (Dem.) was defeated by Senator Willis. The Ohio delegation in the House remains virtually unchanged. Mr. Pomerene disappears as a possible Democratic candidate for the presidency, while Governor Donahey emerges as a rival for that honor, with Al Smith and Governor Ritchie of Maryland also clearly in the field. In Indiana, the two present Republican Senators pulled through, in spite of the contaminated political atmosphere of that State. The Republican candidate for the Senate in Illinois, Hon. Frank B. Smith, was successful by a scanty plurality over Mr. George E. Brennan, the Democratic



GOV. A. VIC. DONAHEY, OF OHIO, WHO IS REELECTED

(Mr. Donahey is the first Ohio Governor to be elected for a third consecutive term. His victory, as a Democrat, was the more striking because otherwise the Ohio elections in general were won by Republican candidates)

magnate of Chicago. If the reform candidate, Mr. Magill, had received a few more votes, the next Senator would have been Brennan rather than Smith. On account of large campaign expenditures, there will be an attempt at Washington to exclude Senators-elect Vare and Smith from the Senate; but the exact method of this opposition is yet to be determined.

*President
Coolidge*

The mid-term congressional elections usually show some falling off from the strength of the party that holds power by virtue of the election two years before in a presidential contest. The party pendulum has a bolder swing in presidential years, as a study of statistics over a long period will readily disclose. Such an inquiry will result in showing that the Coolidge Administration has stood this year's test unusually well. The President has at no time been stronger in the esteem and goodwill of the country than in the weeks that will have included Election day, Armistice day, Thanksgiving day and the opening day of the final session of the Sixty-ninth Congress. On Armistice day, November 11, Mr. Coolidge visited Kansas City for the

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dedication of a magnificent soldiers' memorial (see the illustration on page 583), and he used the occasion to make an address of unusual significance. It is said that 175,000 people were present, forming the greatest assemblage ever faced and addressed by an American President. Amplifiers carried the President's words to every one in the massed throng, while the radio served hundreds of thousands of people elsewhere.

**A
Notable
Address**

The speech was a calm and temperate, but a wholly unapologetic assertion of America's stand in relation to foreign countries, and particularly as regards European carplings and criticisms. The most definite statement made in the speech had to do with the World Court. The Senate had voted in favor of our adherence to the Court with certain reservations. After studying these reservations at Geneva, the leading European powers favored counter proposals that the United States Senate would not accept in its present mood. The World Court, therefore, has no place in Mr. Coolidge's program of recommendations to Congress. It is to be regretted that our Government is not yet to have an official relation to the World Court, but there is nothing to be gained by dealing with that subject in a contentious manner. America stands none the less committed to the doctrine that reason and law should be substituted for force in disputes between nations. Mr. Coolidge spoke at length regarding national defense, both present and future, and he expressed views that are well-matured and fundamental.

**Waterways
in the Great
Valley**

The President found, in the great valley of the Mississippi and Missouri, a stupendous growth in population, in agriculture, in the appointments that give dignity as well as comfort and convenience to town dwellers, and in all those resources that might be drawn upon for national defense if necessary in future, as they were drawn upon in the Great War. We are devoting space in the present number of the REVIEW to several articles that give prominence to this recent progress of the States and communities that lie in the Valley of the Mississippi. A hundred years ago there was enthusiasm over the use of waterways for navigation; but the railroad era changed many things, and led to the virtual abandonment of river



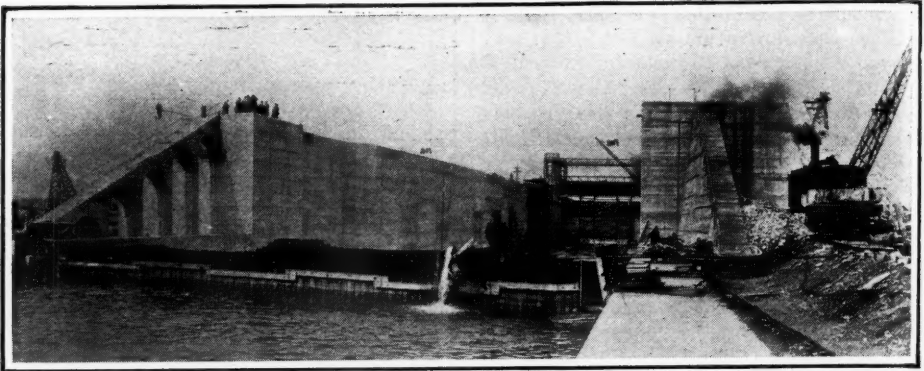
**PRESIDENT AND MRS. COOLIDGE AT THE
POLLS ON NOVEMBER 2**

(The President's voting residence is still at Northampton, Mass., and he and Mrs. Coolidge made the journey to show their interest in the Republican cause)

navigation. The time has now come when the rivers as well as the railroads can be used to advantage for the movement of commodities. Secretary Hoover is a conspicuous leader in advocating the prompt completion of the river improvements described in our current articles. From Minneapolis and St. Paul to New Orleans there is a fresh realization of the possibilities of river traffic. The same thing is true regarding the many cities and towns on the Ohio, Missouri, and other tributaries of the great river. Flood control, hydroelectric power, water supplies for towns, and sanitation projects are also involved in the plans for better river utilization.

**Chicago's
Use of
Lake Water**

A recognized feature of the proposed interior waterway system is the connection between Lake Michigan at Chicago and the Illinois River outlet to the Mississippi. Chicago some years ago built a drainage canal to divert sewage from Lake Michigan, having in mind also the desirability of a canal for barge traffic as a part of the pro-



THE GREAT LOCK ON THE DRAINAGE CANAL AT LOCKPORT, ILLINOIS

(This lock, now almost complete, is one of the highest in the world, and is the first of a series of five to serve the Illinois waterway connecting Lake Michigan with the Mississippi River)

posed Mississippi system. There has been a long-standing dispute arising out of the diversion of water from Lake Michigan, this being said to have caused a serious reduction of the average level of the Great Lakes, which discharge their waters into the St. Lawrence through the Niagara River. Several States have taken official attitudes on opposite sides of this dispute, and injunction proceedings have reached the Supreme Court. Hon. Charles E. Hughes accepted appointment by the Supreme Court to hear the evidence and arguments in this important matter, and the case was opened at Washington on November 8. Thirteen States were represented by counsel before Mr. Hughes as Special Master. The complainants joining in the injunction suit to restrain Illinois and the Chicago Sanitary District are the States of Wisconsin, Michigan, Minnesota, Ohio, Pennsylvania, and New York. Joining with Illinois in defending the diversion of lake water are the States of Missouri, Kentucky, Tennessee, Louisiana, Arkansas, and Mississippi.

*Merits of
an Historic
Controversy*

Canada is not officially represented, but is in a state of urgent protest against the diversion of so much water by Chicago, which is said to affect the level of the St. Lawrence River and the further development of power. Mr. Newton D. Baker opened the case against Chicago, and among those representing the interests of Chicago and the Mississippi Valley was Mr. James M. Beck, who held that the courts had no jurisdiction, and that the question was one for Congress and the War

Department. The broader truth is that the remedy does not lie in the direction of a legal victory for either side. Chicago is creating a scientific sewage disposal system at great expense, and may not need so much water for drainage purposes, but will properly require a good deal for the permanent maintenance of a nine-foot waterway. A sufficient expenditure on new engineering works would probably double the available power at Niagara Falls, would maintain the normal level of the Great Lakes, and would give Chicago and the Mississippi Valley as much water from Lake Michigan as is required for all purposes, with careful regulation. We are allowing international bankers to export ever-increasing quantities of American capital to Europe which ought to be used for these very engineering works and developments at home. This ceaseless diversion of capital is far more dangerous than any possible diversion of water from the St. Lawrence Valley to the Mississippi Valley. The remedy lies in securing the most comprehensive possible report from a board of engineers, having in view everything from Duluth to Montreal and Niagara Falls, and from Chicago to New Orleans. There is much reason for coöperation, and none at all for litigation. Engineers can give all the answers, and Uncle Sam can pay for dams and canals as recommended.

*New Orleans
Looking
Forward*

Mr. Hoover has shown that the Panama Canal, while of great international benefit, has put the Mississippi Valley at a marked disadvantage because of the difference between freight rates by rail and by water. Reliable navigation on the Mississippi,

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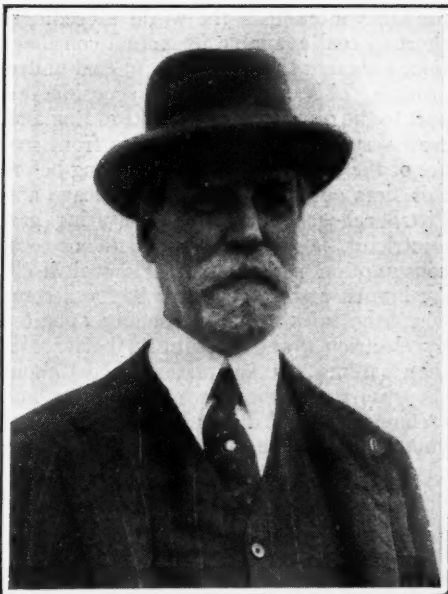
with modern barge fleets, would help to confer some of the benefits of the Panama Canal upon the interior of the country. One effect would be to increase the importance of New Orleans as a great port. Meanwhile, that interesting city possesses many attractions that should be better known to Americans who like to visit our southern resorts in the winter season. There are soon to be completed great automobile highways that will make it readily possible to tour through the Carolinas, Georgia, and Florida, and then to proceed by way of Pensacola and Mobile to New Orleans, thence across Texas, New Mexico, and Arizona to California. The era of new growth and progress that lies before our southern areas of mild climate is by no means to be confined to Florida and southern California.

**Engineers
to the
Front!**

So many great projects having to do with the economic resources of the United States are now under discussion that much may be said for the report last month of the American Engineering Council in favor of a national "Department of Public Works and Domain" that, in a regrouping of functions at Washington, would eliminate the Department of the Interior. This proposal follows careful study by some of our most eminent engineering authorities. The Engineering Bureau of the United States Army has been restudying the plans of the national waterway that is proposed to replace the present Erie Canal and to utilize the Hudson River. The army engineers are inclined to an adverse view; but the problem is one that has many aspects. The urgent task before us now is to complete the interior waterway system, and we shall do well to postpone action upon both of the two rival schemes that divide experts, some of whom favor the Hudson River route and others the St. Lawrence. Of more immediate importance are the projects for power development, particularly those that concern the State of New York.

**New York's
Water
Power**

In the recent campaign, Mr. Mills severely criticized Governor Smith for favoring the creation of power plants by the State itself. Mr. Mills did not make it clear in his speeches that he was fully conversant with the suggestions emanating from men of the highest standing in hydro-electric affairs,



HON. CHARLES E. HUGHES

(Who has been sitting as Special Master in the suit of six States to restrain what they regard as an excessive diversion of Lake water by Chicago)

whose opinions Governor Smith had accepted as the basis of a proper policy. There is also an acute issue regarding the impounding of waters in the Adirondack highlands for the benefit of private power companies in the adjacent lowlands; and the leaders of the movement for the protection of the interests of the State and of the people in the great northern playgrounds do not hesitate to utter warning against the methods and plans of these interests that are trying in all sorts of ways to get control of the mountain streams. Besides giving effect to the consolidation of executive departments at Albany, Governor Smith must now take the lead in trying to clarify opinion on hydro-electric power resources, and in giving the State a sound policy upon which St. Lawrence and Niagara projects can be carried into effect.

**Coal as a
World-wide
Interest**

More and more, these questions involving natural resources take their place as foremost public issues. At Pittsburgh last month, there was an international congress on bituminous coal that brought from their laboratories in Europe and America some of the world's most competent authorities in physical and chemical research. The

present winter finds the world exceedingly short of coal available for actual consumption, although there is plenty of coal underground. This scarcity is due in considerable part to the protracted coal strike in England. New ways to obtain fuel values from coal are of the utmost importance. Long before this time our great cities—as Chicago and Pittsburgh—should have been using gas, electricity, and other products of coal consumption rather than the coal itself. An immense gain to the country will come when the railroads are generally operated by electricity, and are put to better uses than hauling vast quantities of coal about the country for their own locomotives and for industrial and domestic purposes. Last month Mr. Edison visited a new coal-using electric-power station in New Jersey, from which current will be distributed over a great part of that State, and which is equal in capacity to the power stations that utilize great waterfalls. It is now perfectly feasible to link together, for purposes of wide transmission, the electrical plants that use coal and those that use water power. With proper regulation and supervision, there is no reason to fear the growth of power monopolies.

*Oil
and the
Future*

The newspaper reader is sometimes confused by reports to the effect that the oil resources of the country are dwindling and will be exhausted within five years, while on some other page of the same paper he reads of the chronic over-production of crude oil, so that the producing companies find it difficult either to sell it or to store it. Gasoline users need not be alarmed; for we are nowhere near the point of exhausting the supply of petroleum as now obtained, while also we have stupendous resources of oil shale, and ample cause to believe that automobile fuels can be produced from coal and other substances. Meanwhile, the government ought to encourage the oil companies to cooperate in conserving so valuable a resource as crude petroleum. To encourage wasteful competition in pumping oil is a fantastic and ridiculous misapplication of what are called the principles of the Sherman Anti-Trust Law. We are fortunate in having at Washington public men like Mr. Hoover and Mr. Mellon himself—in spite of the critics of his creditable record as one of the men who has helped to develop the use of aluminum

—who understand the nature of our diffused American prosperity. No benefit is to be gained by employing the Government as a relentless antagonist of those economic agencies which give us production on a large scale, insure high wages, and make America an envied example for the rest of the world.

*More and
More
Cotton*

The October forecast of the Department of Agriculture of a record cotton crop of 17,400,000 bales was revised in the report of November 8. To the astonishment of everyone, it was revised upward, to the amazing prediction of 17,918,000 bales. To show what an extraordinary crop this is one need only compare it with last year's, which was within a few bales of being the largest crop ever produced; the November estimate points to 1,750,000 more than last year. This colossal production is due to the largest area ever planted, together with exceptionally favorable weather conditions in the later weeks of the life of the plant. In 1915 only 31,000,000 acres were planted; by 1925 the acreage had jumped to 46,000,000, very much the largest on record; and this year it was increased further to 47,000,000. Texas furnishes practically all of the net increase of this year's crop over last year's. This one State shows a gain of 1,235,000 bales, while all the others made a net gain of less than 100,000 bales—this on the basis of the October forecast.

*Holding
Cotton Off
the Market*

It remains to be seen, of course, whether the planters will pick all this enormous crop. Some of the lower grades may be left in the field. In this issue of THE REVIEW OF REVIEWS Mr. Charles W. Holman discusses in greater detail the problems that have been brought to the Southerner by the rather abrupt drop from twenty cents a pound to eight cents, and the measures of relief now under way. It was understood in early November that sufficient banking subscriptions had already been made to finance the holding of 4,000,000 bales. The policy of the Cotton Relief Committee has been to refuse very large subscriptions from any one source and to localize the financing as much as possible in the cotton-planting areas. This is obviously wise as an effort to bring all possible pressure to follow up the holding movement by some effective restriction of planting next year. There would be

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little gain in protecting the price if so huge a quantity of cotton were hanging over the market, and if at the same time the Southern planters should go on to make another abnormally large crop. The "carry-over" into 1926 was already large—5,362,000 bales. Adding this to the present year's crop of nearly 18,000,000 bales gives 23,200,000 bales available for the current year. As the entire world consumed only 15,250,000 bales of American cotton in the past year, it is easy to see why the price has declined and why it must continue at a low level until the acreage is reduced or until the world has become able to consume more cotton than it now uses.

*Secretary
Mellon
on Taxes*

As it became increasingly certain that the fiscal year 1927 will show a substantial federal surplus—almost certainly over \$250,000,000—the Administration has concluded that this unexpected excess of receipts might well be returned to taxpayers this winter. President Coolidge first let it be known that there might possibly be a rebate on the taxes paid in 1926, of 10 or 12 per cent. Later Secretary Mellon made a public statement outlining the whole situation with his accustomed clarity and force, which suggests that if anything is done in the way of tax relief by the Congress about to convene it should be in the form of a credit on the income taxes to be paid March 15 and June 15, 1927. It was understood that Mr. Coolidge thoroughly approved this amended form of his original suggestion. The Administration is solid in its opposition to the proposals that this Congress shall undertake an entirely new revenue law. We have been tremendously prosperous and have more money in the Treasury than we expected; let us return such money as is not needed to the income-tax payers. No one knows whether 1927 and 1928 will show such business activity, such large corporate and individual incomes, and it is well to find out what is coming into the Treasury before upsetting the basic tax schedules.

*The Other
Side of the
Picture*

It is certain that within the next two years the Government must refund or pay off about \$2,000,000,000 of public debt. Secretary Mellon points out, also, in his admirable statement that there are special sources of income which have helped to fatten the Treasury during the past years

which will inevitably tend to dry up. For instance, the Government received in the last five years about \$950,000,000 from war supplies, loans to railroads, the War Finance Corporation, and the Federal Land Banks. In the same period the collections of back taxes exceeded refunds by \$400,000,000. There still remain about \$400,000,000 of the investments assets but most of them are of doubtful or slow character. It is also true that the recent large collections of back taxes will be cut down radically in the next year or two. It is already apparent that the Democrats, and some of the Republicans too, will have very different ideas from the Administration's on this program of tax relief, in spite of President Coolidge's appeal in November to treat taxation as a business problem and not as a partisan political matter. There will be a lively time in the new Congress over the question, before the taxpayer really sees any reduction.

*Automobile
Curtailement*

In watching for signs of a let-up in the great business activity and prosperity of the past year all eyes have been fixed on the automobile industry, which during this autumn has shown somewhat more than merely seasonal curtailment. The tendency is strong, however, for the prosperous companies in this industry to become more prosperous and for the weaker concerns to drop out. The line of cleavage between the fit and the unfit is becoming more and more sharply defined. The General Motors Corporation, for instance, reported net earnings of more than \$145,000,000 in the first nine months of this year and has announced that it will spend no less than \$40,000,000 for additional plants. Yet there are fewer automobile makers than there were last year or the year before. In 1910 there were forty different makers exhibiting at the National Automobile Show, and by 1913 there were a hundred. In 1922 there were still ninety, but this year only fifty-two, with the probability that there will be fewer still in 1927.

*The
Belgian
Loan*

The Belgian franc has been suffering about the same vicissitudes as the French franc, and Belgium has been passing through a correspondingly troublesome financial and industrial period. She has now taken hold of her problems with a will, and it was

announced in October that the franc was to be stabilized at thirty-six to the dollar. This old unit will be used as legal currency for domestic use, and a new gold franc has been invented called the belga, equal in value to about five paper francs, to be issued for foreign transactions. To support these operations Belgium issued \$100,000,000 of bonds as a stabilization loan. Half of these were offered in the United States, to yield the investor 7.50 per cent.; and they were immediately oversubscribed many times. The remainder were sold abroad in England, Holland, Switzerland, and Sweden.

*England's
Struggle
over Coal*

The best news from England last month was the prospect of an early settlement of the coal strike. It is to be regretted that when the Government had the coal industry in its hands during and after the war period, it had lacked the courage and foresight to reorganize the entire coal business before turning it back to the operators and the miners, who had shown their hopeless inability to accomplish any settlement that would secure the welfare of England. An ample supply of cheap coal is needed for British ships on sea, and for factories on land. National control of the coal industry for England, instead of being socialistic, would seem to be the one step that could be taken to place a complete and permanent check upon the socialistic trend.

*Dominions
Gain Full
Freedom*

The Imperial Conference, meeting at London through recent weeks, made some progress in giving practical application to principles that had already been accepted in theory. It is of course one thing to announce the freedom of the self-governing Dominions to go their own way, and quite a different thing to give gracious and ungrudging consent to the views of statesmen from Ireland and South Africa. For a good while Canada has planned to set up a legation at Washington and carry on direct diplomatic relations between Ottawa and Washington. Mr. Vincent Massey will now come as Canada's first Minister, representing the Government over which Mr. Mackenzie King presides as Premier. It will be incumbent upon Congress to authorize the appointment of an American Minister to Canada. Professor Smiddy has been in Washington for some time as the Minister of the Irish Free State, and it is

high time that an American legation should be established in Dublin. The desirability of a Canadian Minister at Washington is so obvious that no arguments are needed to prove it, although Canada has never felt the slightest reason for being dissatisfied with the ample consideration of her interests that has been shown in the past by a succession of excellent British Ambassadors, of whom it may suffice to name Lord Bryce and Sir Esme Howard. Mr. Vincent Massey is a gentleman who combines in unusual measure the accomplishments of a scholar, the executive ability of a man of large business interests, and capacity for the problems of politics and government.

*Foreign
Sentiment and
America*

Our readers who prefer to face the truth regarding international sentiment will do well from month to month to give studious thought to the articles that our regular contributor, Mr. Simonds, presents upon Europe and its changing phases. Mr. Simonds does not view with levity the resentful feeling toward the United States that is so widespread across the Atlantic, and that is not confined merely to England and France. Many utterances of the European press have been at once so insulting and so ignorant as to be quite beneath American contempt. But there are some wise statesmen in Europe who do not deal in insults; and there are plain masses of good people who are unhappy because they feel that America has come short of her own generous ideals in treating the war debts as if they were commercial transactions. This periodical has not hesitated therefore to say that we should deal with the debts in such a way as to keep the perfect good will of our former associates in the Great War. As regards France, this country could have said, with no danger at all to our own interests, that we should be inclined to accept without hesitation any settlement of the debt which France would consider in the long run to be most equitable and suitable.

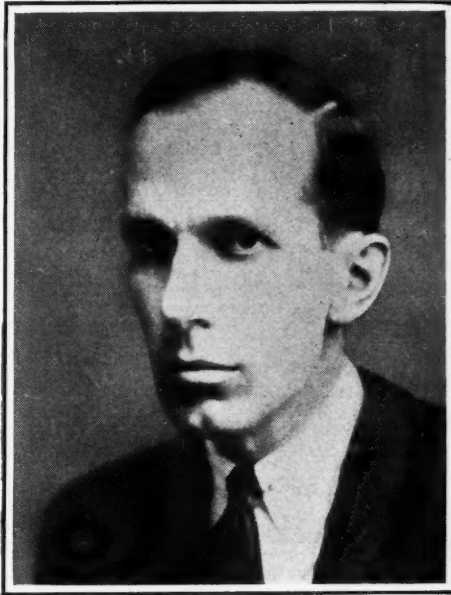
*A Warning
to be
Heeded*

We are publishing in this number some remarks by Mr. Maurice Léon of the New York Bar on certain aspects of the French debt to the United States. It is true that Mr. Léon was born in France, and that he has maintained intimate relations with French statesmen and men of affairs. But for that very

reason his opinions are the better worth having. He has the advantage of understanding how people feel as well as how they argue. Mr. Léon's statements are merely in support of the French plea that the Béranger-Mellon agreement ought to be regarded as at least open to new discussion at some future time, if German reparations should fail as a source of revenue to France. Inasmuch as everyone knows that the agreement would have to be opened anyhow, under such conditions, why should we not have the good grace to accept the French view at once? The French mind is both logical and sensitive. An Englishman is more practical, knowing that men of the future will deal as best they can with difficulties as and when they arise. A Frenchman prefers to set down the proviso well in advance. We do badly to play upon the growing cynicism of Europe. We are throwing our good money after bad in reckless quantities, and Europe takes all that our busy bankers, who love to float bond issues in the New York market, so eagerly thrust upon her. It may not be best to continue lending all of your money to people whose hatred of you tends to become a fanatical obsession. Such people are likely to find it a part of their religious duty not to repay the new loans, because they think themselves unjustly burdened by the earlier ones. We are making no argument for cancelation; but we are making a plea for an understanding that will restore good will and make financial coöperation in the future a safe and a profitable thing all around.

*Certain
Educational
Topics*

Last month we published an article reviewing at length the admirable contribution to American educational life that the Johns Hopkins University had made through its first half-century. It will aim in the future to lay chief emphasis upon post-graduate work and research, and will curtail its undergraduate department. One or two other American universities perhaps may be approaching the time when a similar decision would be worth considering. Columbia University at New York carries on excellent undergraduate work; but its great career as one of the foremost universities of the world would suffer little or nothing if freshmen and sophomores were obliged to get their training elsewhere. Few persons outside of educational circles are wholly



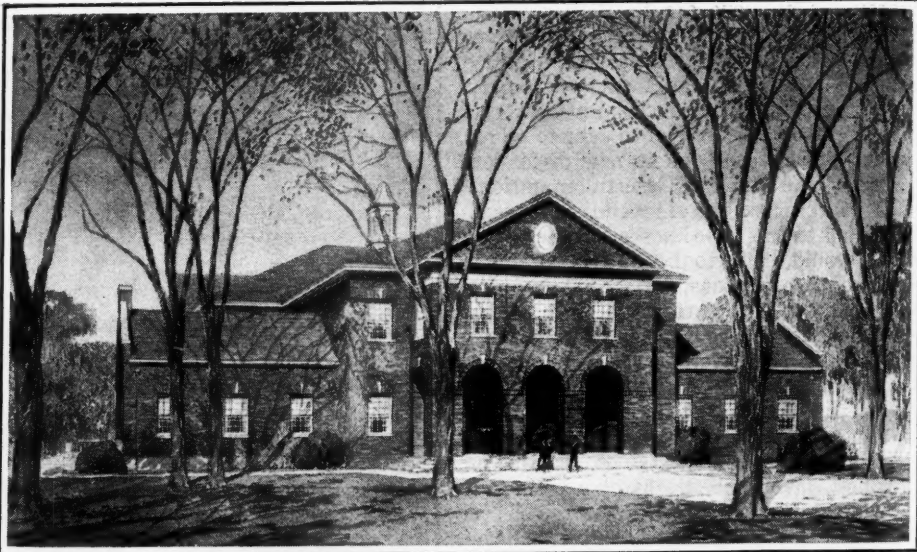
HON. VINCENT MASSEY, CANADA'S NEW
MINISTER TO THE UNITED STATES

(Mr. Massey, who has served in the Dominion Cabinet at Ottawa, is a man whose public and business activities have given him a high place in Canadian life)

aware of the extraordinary progress of Harvard University in the higher spheres of mature intellectual effort. Last month the new research work of the Harvard Law School was brought to public notice by a distinguished gathering in New York. At almost the same moment, Harvard found itself apologizing, through all its dignitaries, for certain foolish utterances in a juvenile publication bearing the Harvard post-mark that vented undergraduate ill-will toward Princeton University as a result of athletic rivalries. Perhaps so great a university as Harvard might well begin to lop off the kindergarten. Harvard has reached the point where it ought not to matriculate any except young men of some maturity, fitted to be members of a university devoted to scholarship and the pursuit of knowledge in advanced fields.

*An Old
Fraternity*

At William and Mary College in Virginia the federated Phi Beta Kappa societies of 107 colleges had planned to celebrate the sesqui-centennial of the parent chapter on November 27. Dr. Thwing, who is president of the United Chapters, writes about this admirable scholarship fraternity in our



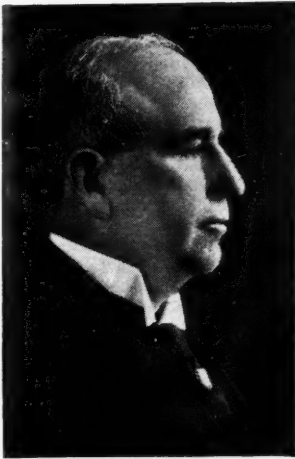
THE PHI BETA KAPPA MEMORIAL BUILDING, AT WILLIAM AND MARY COLLEGE, VIRGINIA

present number. We have also an article from the pen of Professor Waugh, of Amherst Agricultural College, on the numerous so-called Greek letter fraternities that have come into existence since Phi Beta Kappa was founded in Virginia 150 years ago. Sometimes, in their fraternity houses, the students belonging to such societies are said to show more inclination for revelry than for hard study. But the leaders of these fraternities are persistently at work to see that their existence is justified by their devotion to the best objects of college life.

*Obituary
Notes*

On November 12, at his home in Danville, Illinois, Hon. Joseph G. Cannon died at the advanced age of ninety. It was only in 1922 that he announced he would no longer retain his seat in Congress, where his services had been more protracted than those of any other man since the establishment of the Government. Mr. Cannon had his failings and his limitations, but he was a man of sterling devotion to the public interest as he conceived it, and he was a picturesque personality, with a fervid oratorical gift. Hon. John Skelton Williams, of Virginia, well known as a banker and railroad man, and as a foremost financier of the Government during the Wilson Administration, was one of several sons of a Virginian financier of the war period.

Eugene Victor Debs, a former labor leader and Socialist presidential candidate, held the affection and respect of his Indiana neighbors of all parties, and had been more widely influential than was generally understood. Several veteran journalists are named in our obituary list, among them Arthur Wallace Dunn, of Washington, and Mr. Cleveland Moffett. Thomas Mott Osborne had taken so notable a place in recent years as a prison reformer that his earlier position in reform politics and in business affairs had been almost forgotten. A warm friend of Mr. Osborne, also interested in prison reform, was Herbert S. Carpenter, of New York, widely known as a public-spirited and unselfish citizen and one of the leaders of Adirondack conservation. He was the son of the famous portrait painter who spent half a year with Lincoln in the White House. Annie Oakley's legal name was Mrs. Frank Butler, and she was better known throughout the country by reason of her amazing skill with the rifle (particularly in Buffalo Bill's organization) than many of our leaders in politics or religion. Another famous entertainer was Harry Houdini, whose real name was Eric Weiss. A distinguished American actor was James K. Hackett. Maj.-Gen. George Bell, Jr., had made a fine record as a typical American soldier and as a Division commander in the Great War.



ARTHUR W. DUNN



JOHN SKELTON WILLIAMS



HERBERT S. CARPENTER

(See obituary notes on opposite page)

THE GIST OF A MONTH'S NEWS

FROM OCTOBER 15 TO NOVEMBER 13, 1926

I. THE RUMANIAN QUEEN VISITS AMERICA

October 18.—Queen Marie arrives at New York with Prince Nicholas and Princess Ileana, two of her five children, traveling in state; after a formal welcome she proceeds at once to Washington.

October 19.—The Queen exchanges official visits with President and Mrs. Coolidge, visits the tombs of Washington and the Unknown Soldier, takes a sightseeing motor trip in the city, and dines in state at the White House.

October 20.—Baltimore entertains Queen Marie after she reviews the midshipmen at Annapolis in the rain; she proceeds to New York, where she is guest of the Society of Friends of Rumania at dinner with 700 distinguished New Yorkers.

October 21.—The Queen is shown around New York, being the first woman guest at the State Chamber of Commerce in its 158 years; then she proceeds to the Sesquicentennial Exposition at Philadelphia and attends a special service at the native Rumanian church there.

October 23.—Queen Marie returns to New York, lunching with a notable group at the Bankers Club and dining with members of the Iron and Steel Institute and the Washington-Sulgrave Institution; she is made an Honorary Colonel in the New York National Guard at Brooklyn.

October 24.—The Queen pens short tributes to the forty-eight States and gives them to prominent women from all parts of the country at a luncheon at the Biltmore, attending the opera in the evening, where Loie Fuller stages a dramatic version of the Queen's own tale, "The Lily of Life."

October 25.—Queen Marie starts westward to visit many places of interest in Canada and the Northwest after reviewing the cadets of the U. S. Military Academy at West Point in the rain; she

celebrates her fifty-first birthday en route to Winnipeg on October 29.

November 1.—The Queen visits with North Dakota farm women on her train; Queen Marie at Mandan is inducted as a war woman into the Sioux Indian tribe under a name meaning "The Woman Who Was Waited For."

November 3.—The Queen dedicates Samuel Hill's Museum of Fine Arts, which is still under construction at Maryhill on the Columbia River in Washington; she pays a glorious tribute to Mr. Hill and Loie Fuller, a dancer, who helped Rumania during the war.

November 6.—From Seattle, where she leaves Samuel Hill, Queen Marie turns eastward.

November 9.—Governor Nellie Tayloe Ross receives the Queen at Casper on behalf of the State of Wyoming and takes the royal train to Denver.

November 11.—Queen Marie is hailed by enthusiastic crowds in Nebraska, Iowa, and Missouri in one day; she makes a plea for peace at the Kansas City Liberty Memorial.

November 12.—Communists at Chicago riot at reception of Queen Marie, this being the first hostile demonstration during her trip.

II. AMERICAN POLITICS AND GOVERNMENT

October 20.—The mails are guarded by 2500 Marines in twenty-three cities following another serious holdup.

October 23.—Nicola Sacco and Bartolomeo Vanzetti are denied a new trial at Dedham, Mass., in appeal from a conviction of murder.

D. C. Stephenson, former Grand Dragon of the Klan in Indiana, refuses to answer questions of a delegation of business men (headed by editor

Thomas H. Adams) who seek proof of political corruption.

The New York Court of Appeals holds against the admission of a referendum to popular vote on the question of a five-cent traction fare.

October 25.—The United States Supreme Court decides, 6 to 3, that the President has exclusive power to remove executive officers from office; presidential appointments must receive the "advice and consent" of the Senate, and for 100 years it has been disputed that the President could dismiss appointees without supporting action by the Senate.

October 27.—The President addresses the American Association of Advertising Agencies.

In Oregon, Senator McNary (Rep., Ore.) begins an investigation of campaign expenditures of senatorial aspirants.

October 28.—The War Department decides against the proposed ship canal across New York State, connecting the Hudson to the Great Lakes by an all-American route; public hearings will be held to get suitable reaction on the report that the route is uneconomical.

Senator Reed (Dem., Mo.) adduces testimony to show that Senator James E. Watson (Rep., Ind.) was a member of the Klan and that he was renominated with its aid.

November 1.—The United States Supreme Court

GOVERNORS AND SENATORS CHOSEN NOVEMBER 2

State	Governor	Senator
Alabama	Bibb Graves (D.)	Hugo L. Black (D.)
Arizona	G. W. P. Hunt (D.)*	Carl Hayden (D.)
Arkansas		T. H. Caraway (D.)*
California	C. C. Young (R.)	S. M. Shortridge (R.)*
Colorado	W. H. Adams (D.)	C. W. Waterman (R.)
Connecticut	John H. Trumble (R.)*	Hiram Bingham (R.)*
Florida		Duncan U. Fletcher (D.)*
Georgia	L. G. Hardman (D.)	Walter F. George (D.)*
Idaho	H. C. Baldrige (R.)	Frank R. Gooding (R.)*
Illinois		Frank L. Smith (R.)
Indiana		James E. Watson (R.)*
		A. R. Robinson (R.)*
Iowa	John Hammill (R.)*	S. W. Brookhart (R.)
		D. W. Stewart (R.)
Kansas	Ben S. Paulen (R.)*	Charles Curtis (R.)*
Kentucky		A. W. Barkley (D.)
Louisiana		Edwin S. Broussard (D.)*
Maine	Ralph O. Brewster (R.)*†	†
Maryland	Albert C. Ritchie (D.)*	Millard E. Tydings (D.)
Massachusetts	Alvan T. Fuller (R.)*	David I. Walsh (D.)
Michigan	Fred W. Green (R.)	
Minnesota	Theodore Christianson (R.)*	
Missouri		Harry B. Hawes (D.)
Nebraska	Adam McMullen (R.)*	
Nevada	Fred B. Balzar (R.)	Tasker L. Oddie (R.)*
New Hampshire	Huntley N. Spaulding (R.)	George H. Moses (R.)*
New Mexico	R. C. Dillon (R.)	
New York	Alfred E. Smith (D.)*	Robert F. Wagner (D.)
North Carolina		Lee S. Overman (D.)*
North Dakota	A. G. Sorlie (R.)*	Gerald P. Nye (R.)*
Ohio	A. Vic Donahey (D.)*	Frank B. Willis (R.)*
Oklahoma	Harry Johnston (D.)	Elmer Thomas (D.)
Oregon	I. L. Patterson (R.)	F. W. Steiwer (R.)
Pennsylvania	John S. Fisher (R.)	William S. Vare (R.)
Rhode Island	Aram J. Pothier (R.)*	
South Carolina	John G. Richards (D.)	Ellison D. Smith (D.)*
South Dakota	W. J. Bulow (D.)	Peter Norbeck (R.)*
Tennessee	Austin Peay (D.)*	
Texas	Dan Moody (D.)	
Utah		Reed Smoot (R.)*
Vermont	John E. Weeks (R.)	Porter H. Dale (R.)*
Washington		Wesley L. Jones (R.)*
Wisconsin	F. R. Zimmerman (R.)	J. J. Blaine (R.)
Wyoming	F. E. Emerson (R.)	

*Re-elected

†Elected Sept. 13

‡Election November 29

Democratic Governors succeed Republicans in Colorado and South Dakota. Republican Governors succeed Democrats in Nevada, New Mexico, Oregon, and Wyoming.

Democratic Senators succeed Republicans in Arizona, Kentucky, Maryland, Massachusetts, Missouri, New York, and Oklahoma.

In Indiana, the term of Senator Robinson will expire in 1920. In Iowa, Mr. Brookhart was elected to succeed for a full term the late Senator Cummins, while Daniel W. Stewart is elected to serve in Mr. Cummins' seat until March 4.

holds that there is no double jeopardy in prosecuting dry law offenders under Federal and State laws for the same offense simultaneously.

In Maine Republican primaries, Arthur R. Gould is nominated for the United States Senate over ex-Governor Baxter in a contest to fill the seat of the late Senator Bert M. Fernald; the Democratic nominee is Hodgson C. Buzzell.

November 2.—Senatorial elections result in Democrats replacing Republicans in Arizona, Maryland, Massachusetts, Missouri, New York, Oklahoma, and Kentucky, leaving the Senate of the Seventieth Congress almost evenly divided between 47 Republicans (of whom seven are Radical Progressives) and 47 Democrats, there being one Farmer-Laborite and a vacancy in Maine to be filled by special election November 20.

Prohibition referenda in eight States result in victory for the Wets in five; New York votes a wet plurality of 1,140,000 and Illinois of 284,000 to memorialize Congress for modification of the national law; Missouri runs up a majority of 100,000 and Colorado votes 87,000 to 115,000 to continue State dry laws, California voting a 30,000 majority against repeal; Nevada calls for a national convention to propose repeal or modification of the federal law; Wisconsin votes for 2.75 per cent. beer; the Wets win a repeal of the Montana prohibition law.

Ohio voters refuse, by about three to one, to abolish the direct primary.

In gubernatorial elections, Republicans are elected in twenty States, while Democrats carry twelve; South Dakota elects her first Democratic Governor and the two women Governors, Mrs. Ross (Dem., Wyo.) and Mrs. Miriam A. Ferguson (Dem., Tex.) are defeated.

Congressional elections result in a gain of twelve seats by the Democrats and a loss of ten Republicans; the new House

(70th Congress) will consist of 237 Republicans, 195 Democrats, 2 Farmer-Laborites, and 1 Socialist.

November 4.—Federal Judge George W. English resigns from the court of the Eastern District of Illinois, stating that impeachment proceedings have "seriously impaired" his usefulness; the resignation is promptly accepted.

All the new officials in Buffalo County, S. D., are Indians, all of whom have been elected and are reported precisely as able as the previous incumbents.

November 5.—President Coolidge advocates a 10 to 12 per cent. rebate or refund on income taxes payable for the year 1925, and prepares to suggest effectuating legislation to Congress.

November 7.—Mayor Jeff Stone, of Colp Village, Ill., is shot and killed with a friend near Herrin by a beer gang in renewal of a feud between gangs of bootleggers following recent defeat of the Klan by their combined forces.

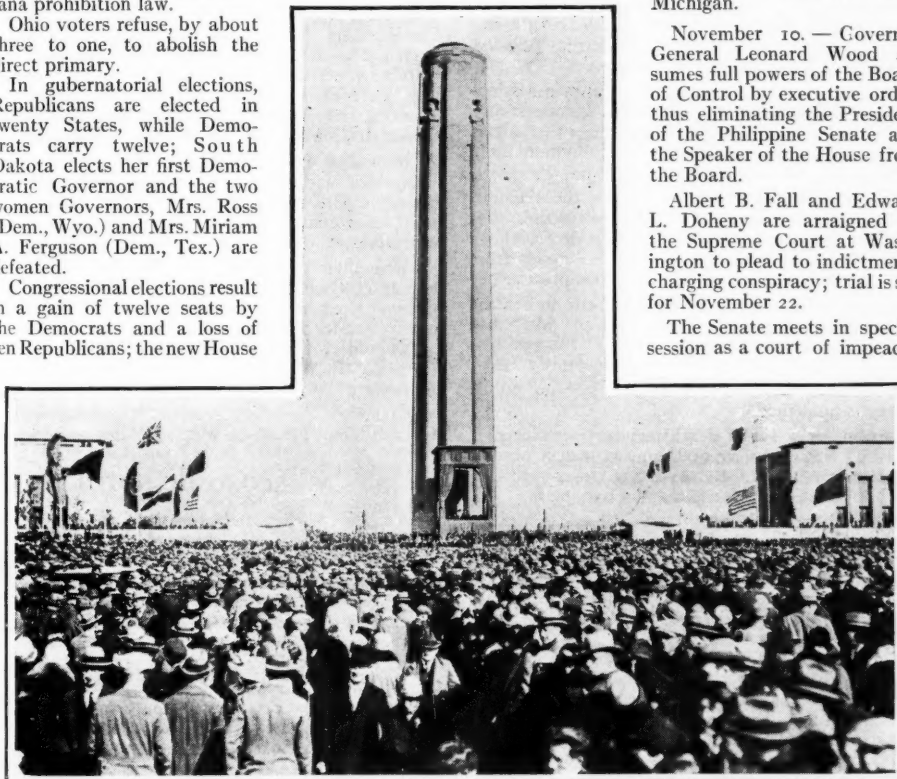
November 8.—Secretary Mellon proposes credits instead of refunds on income taxes, to be deducted from next year's taxes.

Charles E. Hughes begins hearings at Washington as Special Master in Chancery for the Supreme Court in the injunction suits to restrain Illinois and the Chicago Sanitary District from diverting excess quantities of water from Lake Michigan.

November 10. — Governor General Leonard Wood assumes full powers of the Board of Control by executive order, thus eliminating the President of the Philippine Senate and the Speaker of the House from the Board.

Albert B. Fall and Edward L. Doheny are arraigned in the Supreme Court at Washington to plead to indictments charging conspiracy; trial is set for November 22.

The Senate meets in special session as a court of impeach-



PRESIDENT COOLIDGE SPEAKS ON ARMISTICE DAY IN KANSAS CITY, DEDICATING THE LIBERTY MEMORIAL ERECTED TO COMMEMORATE THE SERVICES OF KANSAS CITY SOLDIERS IN THE WORLD WAR

(The memorial was designed by H. Van Buren Magonigle, architect of the Maine Monument in New York and the McKinley Memorial at Canton, Ohio)

ment, sitting for ten minutes; adjournment is taken to December 13.

November 11.—President Coolidge delivers an address in Kansas City at the dedication of the \$12,000,000 Liberty Memorial; he tells 175,000 people present, with the aid of amplifiers, that "unless the requirements of the Senate resolutions [on the World Court] are met by other interested nations, I can see no prospect of this country adhering to the court."

III. FOREIGN POLITICS AND GOVERNMENT

October 15.—The Prussian Diet ratifies, 258 to 37, a financial settlement with the former Kaiser.

October 19.—Norway votes against continuing prohibition of liquor in a national plebiscite, polling over 500,000 against and about 400,000 for; the law prohibited beverages containing over 21 per cent. of alcohol and effectuating repeal legislation must be passed by the Storting.

October 21.—The Mexican Chamber of Deputies passes a bill permitting a former President to be nominated again after an intervening term; the measure is fostered by friends of ex-President Obregon and the vote is 199 to 7.

October 26.—The Communist party in Soviet Russia elects the Praesidium of thirty-seven members, including Stalin, Rykoff, Bukharin, Tomsky, Voroshilov, Molotov, and Kuibyshev.

October 31.—Mussolini again escapes assassination at Bologna, where he rather unconcernedly opens the scientific congress of the ancient Archiginasio; his attacker is killed by an indignant mob.

November 6.—President Calles submits to the Mexican Congress a bill to enforce the religious regulations of Article 130 of the Constitution; it is considered more drastic than previous decrees.

Kiukiang is captured by Cantonese troops from Sun, the Central China leader, who disappears.

November 7.—Greek elections result in seating 165 Republicans, 65 Royalists, 47 Moderate Royalists, 8 Communists, and 2 Independent Refugees; the Chamber convenes November 22.

November 8.—The new Italian law on public safety is published.

November 9.—The death penalty is restored in Italy by the Chamber of Deputies, which unseats the Communists and the Aventine Opposition that has kept itself apart for two and a half years.

November 12.—The French Chamber, in its first session since vacation, votes confidence in Poincaré, 365 to 207, on his budget preference program.

IV. INTERNATIONAL RELATIONS

October 19.—The British Imperial Conference assembles at London with premiers of the Dominions in attendance; General Hertzog represents South Africa and President Cosgrave the Irish Free State; the conference is opened by the Prince of Wales.

October 20.—Mgr. Ignatz Seipel forms an Austrian Cabinet which is a coalition of Pan-Germanists and Christian Socialists.

October 22.—Queen Victoria of Spain visits the British royal family, to which she is related.

October 26.—The Imperial Conference arranges

for settlement of the new Fiji-Canada cable dispute between Canada, Australia, and New Zealand.

October 27.—The League Mixed Commission reports on disarmament as requested by the Preparatory Commission of the general disarmament conference; it is recommended that some permanent body be charged with surveillance of armaments and manufacture of war material.

October 28.—Bishop T. A. Scott, of the Church of England Mission, is captured by bandits in China near Wulaihshien, Shantung Province.

Sir Samuel Hoare, British Air Secretary, outlines before the Imperial Conference the plans for international air transport.

October 30.—The British Imperial Conference witnesses a sham battle by the navy.

November 2.—French police foil a Spanish-Italian border plot to separate Catalonia from Spain, while also apprehending plotters against the Fascisti.

November 3.—The new Rumanian Minister to Washington, George Gretziano, arrives at his post.

November 4.—Princess Astrid, of Sweden, is wed to Leopold, heir apparent of Belgium, at Stockholm in a civil ceremony performed by the Socialist Burgomaster, Carl Lindhagen; Astrid is Protestant and Leopold is Catholic.

November 8.—The Italian Ambassador calls on Foreign Minister Briand of France to discuss at length the recent Garibaldi (anti-Fascist) and Catalan plots and Franco-Italian incidents generally. . . . The French Ambassador delivers at Rome a note protesting against the Ventimiglia demonstration against the French Consulate.

November 9.—Premier Mussolini apologizes to France for incidents at Ventimiglia and Tripoli and promises punishment for Italian failure to observe most courteous behavior toward France's representatives.

November 10.—The Hon. Vincent Massey is appointed Canadian Minister to Washington at the Cabinet Council in Ottawa; he is the first Dominion envoy to a foreign power.

Leopold and Astrid are married in the Roman Catholic Church of SS. Michael and Gudule in Brussels.

November 13.—French authorities jail Ricciotti Garibaldi and Francisco Macia, Italian plotters.

V. ECONOMIC NOTES

October 15.—September exports are the highest in five years, with a total of \$450,000,000 and a favorable balance over imports of \$105,000,000; gold exports were \$23,880,553, imports \$15,932,988; favorable trade balance for 1926 is \$87,000,000, as against \$423,600,000 for same period in 1925.

The Investment Bankers Association of America elects Pliny Jewell, of Boston, as president.

October 16.—France shows a favorable trade balance, the export surplus for September being 571,000,000 francs in value, compared with 308,000,000 for August; nine months show an unfavorable balance of 1,584,000,000 francs as against 2,771,000,000 same period 1925; raw material imports increase 56 per cent., manufactured exports 31 per cent.

October 19.—Bankers and industrialists of sixteen leading nations issue a manifesto demanding

the removal of tariff and other barriers to restoring European pre-war international commerce and exchange; "trade is not war but a process of exchange . . . the establishment of economic freedom is the best hope of restoring the commerce and the credit of the world."

The President's cotton committee decides to establish financing corporations in the cotton States to help dispose of a surplus production estimated at 4,000,000 bales.

October 20.—The text of the European steel trust agreement is made public.

October 21.—Sir Alfred Mond announces formation of a great British chemical and explosives trust, of which he is to be chairman.

October 25.—Belgium goes on a gold currency basis, with a new unit called the belga, equaling 35 to the pound sterling and 7.20 to the dollar; the franc is stabilized at 174.30 to the pound, 36 to the dollar.

October 27.—The Pennsylvania Railroad directors increase the dividend rate to 7 per cent.

October 28.—The Anode Rubber Co., Ltd., of Britain, the B. F. Goodrich Rubber Co., and the Eastman Kodak Co., combine to form the American Anode Co., Inc., to manufacture rubber products by a new latex electrolytic process.

The Watson-Parker law operates at New York to form a board of arbitration for the railroad pay rise dispute of 89,000 conductors and trainmen.

October 30.—Great Britain reduces rubber exports to 80 per cent. of production under the Stevenson Act, the price of rubber having fallen during the quarter to about 42 cents per pound.

November 2.—A number of small private banks are closed in Michigan.

November 7.—The Italian Minister of Finance, Volpi, announces plans for the consolidation of over 20,500,000,000 lire (\$879,450,000) of floating debt maturing in five to seven years through a new Treasury 5 per cent. loan; the decree goes into effect November 11.

Deposits in commercial banks in United States increased from \$20,705,588,000 on April 6, 1917, to \$40,251,000,000 on June 30, 1926.

November 8.—The American Railway Express Company signs contracts with the National Air Transport, Inc. (which is to carry Government mails between New York and Chicago, and Chicago and Dallas) for carrying express packages on these air routes after April, 1927.

November 11.—The New York garment workers' nineteen weeks strike is ended after a loss of \$30,000,000 in wages by 40,000 workers.

More than \$50,000,000 in dividends is to be distributed by General Motors Corporation, which declares four dollars extra on common stock, the second special dividend within a year.

VI. WEATHER PHENOMENA

October 20.—Cuba is struck by hurricane, which kills 650 persons and injures 2,000 with perhaps \$100,000,000 damage, mostly to sugar and tobacco plantations.

October 23.—Armenia is shaken by an earthquake that kills over 300 people in the vicinity of Leninakan (formerly Alexandropol).

October 27.—The Junfrauoch Observatory reports that the polar cap on the planet Mars has

nearly disappeared; Europe suffers unusual weather, which is attributed to the nearness of Mars.

November 2.—A cyclone sweeps Corsica, damaging the olive crop, while in Spain gales and rain devastate the interior.

November 3.—A swamp drops into an iron mine at Ishpeming, Mich., killing over fifty men.

November 7.—The Philippines are swept by typhoon, tidal wave, and flood; 300 persons are killed.

November 9.—A "twister" destroys a schoolhouse at La Planta, Md., and sixteen children are killed and twenty hurt. . . . In Dakota and Minnesota there is temperature of 8° below freezing, with snow in Indiana; in Chicago the temperature drops from 50° above zero at midnight to one degree above freezing at noon.

VII. NOTES OF SCIENTIFIC PROGRESS

October 16.—At Berlin, the first international congress for sex science closes, after hearing lectures on artificial sex transformation.

October 18.—Elmer A. Sperry is awarded the John Fritz gold medal for 1927 in recognition of his development of the gyro-compass and the application of the gyroscope to the stabilization of ships and airplanes.

October 20.—The Franklin Institute hears Dr. W. D. Coolidge describe a new cathode tube; using 350,000 volts, Dr. Coolidge controls an electronic discharge equivalent to that of a ton of radium.

November 6.—The Johns Hopkins University establishes a chair in the History of Medicine, appointing Dr. William H. Welch.

November 8.—Prof. Albert A. Michelson, of the University of Chicago, announces before the National Academy of Science at Philadelphia that light travels at the rate of 299,796 kilometers (186,173 miles) per second, instead of 299,828 kilometers (186,193 miles).

November 11.—The Nobel Prize for chemistry, 1925, goes to Dr. Richard Zsigmondy, of Germany, the 1926 chemistry prize being won by Prof. Theodore Svedberg, of Sweden; Prof. Theodore Baptiste Perrin, of Paris, wins the 1926 prize in physics, while that for 1925 is divided between James Franck and Gustav Hertz; George Bernard Shaw is reported winner of the prize in literature for 1925, though he says he wrote nothing.

The Pacific Science Association is organized at Tokyo as a result of a ten-day session of the third Pan-Pacific Science Congress.

VIII. OTHER OCCURRENCES OF THE MONTH

October 15.—A representative of the United States wins the international oratorical school contest; he is Herbert Wenig, of Los Angeles.

The American Legion elects Howard Paul Savage of Chicago as National Commander.

October 22.—Johns Hopkins University celebrates its fiftieth anniversary.

October 27.—The United Lutheran Church in America postpones for two years any convention action on such questions as divorce, international relations, law and liberty.

October 30.—In the Valley of Kings in Egypt,

Howard Carter reburies King Tut-ankh-Amen's body in its original shroud and first out-most coffin.

November 4.—Rev. Dr. Henry Sloane Coffin is inaugurated as president of Union Theological Seminary at New York.

November 7.—At the Sesqui-Centennial Exposition in Philadelphia, 40,000 Irish Protestants and Catholics parade together for the first time.

November 12.—Dr. George Daniel Olds resigns as president of Amherst College.

November 13.—The Jacques Schneider maritime aviation cup is won by the Italian flier De Bernardi, who breaks all speed records in a seaplane by averaging 246.49 miles per hour over a triangular course of 350 kilometers at Hampton Roads.

IX. OBITUARY RECORD

October 14.—Cleveland Langston Moffett, journalist and author, 63.

October 15.—Lola Fisher, comedienne, 34. . . . George H. McFadden, Philadelphia cotton leader, 79.

October 16.—Princess Friederika of Hanover, 78.

October 17.—Prof. Edourd Naville, Egyptologist, of Geneva, 82. . . . Charles B. Hamford, Shakespearean actor, 67.

October 19.—Commissioner Thomas Estill, Salvation Army leader, 67. . . . Eki Hioki, Japanese diplomat, 63. . . . Mrs. Harold Gorst, London author, 56.

October 20.—Thomas Mott Osborne, noted prison reformer, 67. . . . Eugene Victor Debs, Socialist presidential candidate, 70. . . . Field Marshal Sir Arthur Barrett, 60.

October 21.—Rt. Rev. Edward Patrick Allen, Bishop of Mobile, 73.

October 21.—John Graves Shedd, Chicago merchant, 76. . . . William E. Peck, foreign trade expert, 68.

October 23.—Rev. Olympia Brown Willis, of Baltimore, pioneer suffragist, 91.

October 24.—Baylis E. Harriss, cotton expert of Galveston, Texas, 43. . . . Lloyd Bowen Sander-son, shipping leader, 60.

October 25.—Charles Marion Russell, Western painter, 61. . . . Prof. Salomon Ehrmann, Austrian dermatologist, 72.

October 26.—William Archer Purrington, lawyer, 73. . . . Col. Edward Beach Ellicott, Chicago educator, 60.

October 27.—Herbert Sanford Carpenter, retired stock broker, 64. . . . Rev. William Young Chap-man, D.D., president of Bloomfield (N. J.) Theo-logical Seminary, 67.

October 28.—Maj. Gen George Bell, Jr., U. S. A. retired, who commanded the 33rd Division, A. E. F., 67.

October 29.—Prof. William J. Russey, of Ann Arbor, Mich., astronomer, 64. . . . Dr. William Seward Webb, of Vermont, financier and railroad builder, 75. . . . Ira H. Merrill, a former scout under Kit Carson, 92. . . . George Washington Stevens, director of Toledo (Ohio) Museum of Art, 60.

October 31.—Harry Houdini (Erich Weiss), the world famous magician and exposé of fraudulent mediums and fakirs, who was born April 6, 1874.

November 1.—Charles Bradley Rowland, ship-builder, of Connecticut, 63.

November 2.—Arthur Wallace Dunn, veteran Washington journalist and a contributor to this magazine, 67. . . . Justice William Popham Platt, of New York Supreme Court, 68. . . . Frederick Wacir Stevens, Michigan financier, 61.

November 3.—Rear Adm. Harrison Gray Otis Colby, U. S. N., retired, 80. . . . Rev. Jason Franklin Chase, New England reformer, 54. . . . Dr. Herbert Alonzo Howe, Colorado astronomer, 68. . . . Gen. Augustin Gerard, French war commander, 59.

November 4.—John Skelton Williams, Controller of Currency under President Wilson, Virginia banker, 61. . . . Annie Oakley (Mrs. Frank Butler), famous markswoman of Ohio, 66.

November 5.—Dr. Williams Edward Fothergill, noted British gynecologist, 61.

November 7.—Col. Augustus Dunn Porter, former New York police official, 57. . . . Dr. Edward Cornelius Briggs, Harvard therapist, 69.

November 8.—James Keteltas Hackett, famous American actor, 57. . . . Rev. David Dryden Forsyth, Methodist missionary leader, 62.

November 9.—E. L. Porterfield, prohibition director for Ohio-Michigan district, 59. . . . Howard B. Davis, banker of Bloomfield, N. J., 62. . . . Maj. Thomas Robb, long a Canadian shipping official, 63.

November 10.—Joseph Schwarz, baritone of Berlin Civic Opera, 46.

November 11.—Brig. Gen. Alpheus Henry Bowman, U. S. A., retired, 84. . . . Rev. Charles Sumner Murkland, D.D., former president of New Hampshire College, 70.

November 12.—Joseph Gurney Cannon, former Speaker of the House, at Washington, noted Illinois Republican, 90.

November 13.—Capt. Harold Kemble Hines, U. S. N., retired, of Montclair, N. J., 59. . . . Rt. Rev. Michael John Hoban, Roman Catholic Bishop of Scranton, widely known as miners' aid, 73.



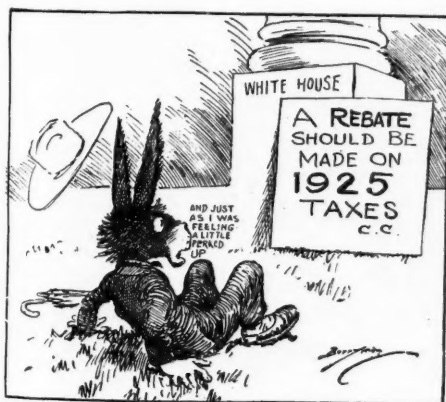
ELECTIONS—TAXES—COTTON

CARTOONS THAT ILLUSTRATE CURRENT HISTORY



THE LEFT REAR WHEEL IS WEAK

From the Tribune © (Chicago, Ill.)



THE DEMOCRATIC DONKEY IS SHOCKED

From the Evening Star (Washington, D. C.)



DR. COOLIDGE TRIES TO COVER IT UP

From the Times (New York)



COULDN'T YOU GIVE ME YOUR REBATE?

From the *World* © (New York)

MR. TAXPAYER IS READY FOR HIS CUT

From the *Evening Post* (New York)

THREE days after the Congressional and Senate elections, on November 2, President Coolidge let it be known that he favored an immediate refund of income taxes paid in the present year, possibly to the extent of 10 or 12 per cent. As the elections had resulted in gains for the Democrats in both House and Senate—although the Republicans did not lose

nominal control—some critics intimated that announcement of a tax-reduction was cleverly timed to make the country forget the election by thinking of something else. The tariff cartoons below refer to a proposal made in October by bankers and industrialists of sixteen nations, that trade barriers be removed to restore Europe's commerce and credit.



NOT WITH OUR GOOSE!

From the *Inquirer* (Philadelphia, Pa.)

TARIFF WALLS IN EUROPE

From the *Chronicle* (San Francisco, Cal.)



VIEWING THE PROMISED LAND!

From the *Times Dispatch* (Richmond, Va.)

The elections for Governor in thirty-two States afforded several noteworthy instances of personal triumph. Governor



BUT THE NEXT JUMP IS MUCH FARTHER

From the *Inquirer* (Philadelphia)

Pothier of Rhode Island was reelected for a seventh term, not consecutive. Governor Hunt of Arizona was chosen for the sixth time. Ritchie of Maryland, Donahey of Ohio, and Smith of New York all were reelected for third consecutive terms. These three Eastern Democrats are prominently mentioned in any discussion of presidential possibilities for the campaign of 1928.



JUST TAGGING ALONG

From the *Democrat and Chronicle* (Rochester, N. Y.)



STILL STANDING AFTER THREE STORMS

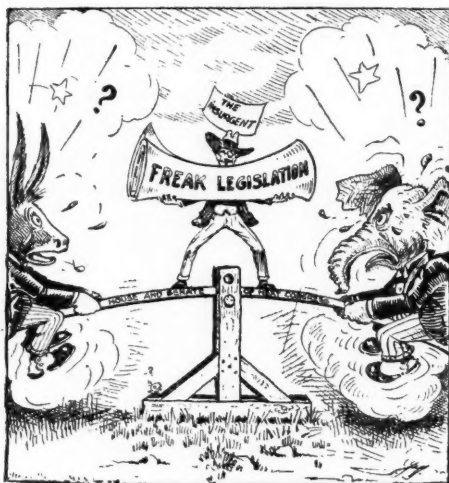
From the *Repository* (Canton, Ohio)



GOVERNOR SMITH IS READY TO TAKE POSSESSION IN 1928

From the *Register* (Des Moines, Iowa)

Governor Smith of New York had been conspicuous, to put it mildly, in the last Democratic national convention; and his two successful candidacies since then have not failed to produce their effect throughout the country. This is indicated by "Ding's" cartoon in the *Des Moines Register*, which shows New York's favorite son holding a mortgage on the 1928 nomination.



THE BALANCE OF POWER

From the *Constitution* (Atlanta, Ga.)



"ANOTHER SUCH VICTORY AND I AM UNDONE"

From the *Post* (Washington, D. C.)

The *Washington Post* cartoon, above, stresses the fact that as a result of Massachusetts and New York elections the administration of President Coolidge loses two faithful and powerful supporters in the defeat of Senators Butler and Wadsworth.

Still another noteworthy result of the election on November 2 is the enhanced power to be wielded in the Seventieth Congress by the small group of insurgent Republicans. Democratic gains and Republican losses will actually place the balance of power in insurgent hands.



WHO WILL DO THE STEERING?

From the *Post* (Washington, D. C.)



OVERLOADED

From the *Evening Public Ledger* (Philadelphia, Pa.)



THE CORN FARMER SEES A RECRUIT

From the *Jersey Journal* (Jersey City, N. J.)

The price of cotton dropped from 18 cents a pound to 12 during October, because more cotton had been picked than the world could consume. Southern planters thus furnish this year's agricultural "crisis," just as the corn-belt farmers of the Middle West supplied one last year, and the wheat farmers of the Northwest the year before. It is intimated in one of the cartoons reproduced above that a renewed demand for farm-relief legislation by Congress will have a larger measure of Southern support in

the forthcoming session. The *Dallas News* cartoon, below, is especially interesting as coming from a great cotton-producing State. It points out a remedy for the future—not available in the present crisis—which has long been advocated but seldom if ever applied. The proposal merely is that less acreage be planted in cotton, for a few years at least.



THE NEW SOUTH ASKS NO FAVORS

From the *Dispatch* (Columbus, Ohio)



THE COTTON PLANTER MUST TAKE HIS MEDICINE

From the *News* (Dallas, Texas)

GOLDEN RULE SUNDAY

EARTHQUAKES AND ORPHANS IN ARMENIA; A THANKSGIVING SEASON IN AMERICA

BY CHARLES V. VICKREY

(General Secretary, Near East Relief)

THE news lay waiting on my desk one morning in late October—a laconic message on the blank of the cable company:

Severest earthquake in history of Armenia occurred night twenty-second continuing twenty-third. Reports indicate thousands homeless hundreds dead many injured. Near East Relief buildings damaged. Orphanage workers and children sleeping outdoors. Doctors nurses trucks aiding city injured dead. Mobilizing tents bakeries personnel. Necessary temporarily meet emergency.

From where I sat I could look out on Fifth Avenue, which, more than any other street in this country, exemplifies the amazing prosperity and wealth of the American people. Mile after mile of shop windows were gorgeous with the offerings of the approaching holiday season.

Later messages revealed the full extent of the greatest disaster Armenia has suffered since the war. They told of a long succession of earthquake shocks, of hundreds killed, thousands injured, tens of thousands deprived of shelter on the eve of the pitiless Caucasian winter.

As I read I wondered how the most fortunate nation in the world would receive this news. Then came an answer. A stenographer entered and placed before me a sheet on which were typed these words:

Do you believe in the Golden Rule? Then practice it on Golden Rule Sunday, December fifth. Send a contribution to the International Golden Rule Committee, 151 Fifth Avenue, for the destitute orphans of the Near East. They ask that you do unto others as you would that others should do unto you.

It was copy to be used on a gigantic electric sign displayed in Times Square, in

New York City, in full view of the throngs moving to and from restaurants and theaters in the world's greatest center of amusement and luxury. The use of the sign for this purpose had been given by a philanthropic advertiser. He was one of thousands throughout the United States whose hearts have been touched by the plight of the orphan children of the Near East.

On Sunday, December 5, America will apply the Golden Rule to a definite opportunity for service. This opportunity could not come at a more appropriate time.

On Thanksgiving Day we survey our abounding harvests and give thanks.

At Christmas time we sing peace on earth and good will toward men.

On Golden Rule Sunday we remember those who have no harvests and for whom there can be neither Thanksgiving nor Christmas, except as the Golden Rule proves a vital reality in our lives.

America's Harvests and Thanksgiving

In the last number of THE REVIEW OF REVIEWS, Mr. Richard H. Edmonds presented a staggering array of facts on "America's Limitless Resources." His article is a Thanksgiving proclamation in statistical form, worthy of preservation, study, and review. Our harvests of agricultural and manufactured products, according to Mr. Edmonds, reached the total of \$83,000,000,000. Our national wealth approximates \$400,000,000,000. With only 6 per cent. of the world's population we have about one-half of the world's gold; produce 87 per cent. of the world's automobiles, retaining 81 per cent. of them for our own use; have 62 per cent. of all the telephones; and we produce and utilize other commodities in like proportions. Bank deposits are \$47,000,000,000; savings-bank deposits \$23,-

134,000,000; life insurance in force, \$70,000,000,000. No people ever lived in such comfort, ease and luxury. A United States Treasury official, basing his figures upon Internal Revenue receipts, estimated that in 1919 we spent \$22,700,000,000 for luxuries. In spite of unprecedented material comfort and expenditure for luxuries, the net increase in our wealth over and above all disbursements amounts to \$15,000,000,000 per year. Surely no nation ever had greater reason for observing the Thanksgiving festival than has America, A. D. 1926.

The World's Destitute

But even as we partake of our Thanksgiving feast and prepare for Christmas festivities, thousands of orphans in Armenia are homeless and face a winter of exposure, suffering and death, unless we, in the spirit of the Golden Rule, share our abundance to supply their wants.

The severest earthquakes known in the history of Armenia occurred on the night of October 22. Fortunately a preliminary tremor gave warning and enabled our American relief workers to get the 9,000 children—"A nation of orphans"—out of the buildings before the heavy crash came. The orphanage buildings, however, were damaged and the children obliged to sleep out-of-doors pending repairs. Quakes of varying intensity occurred almost daily for a period of two weeks. At 4 A. M. on the 30th a blizzard began, compelling the orphans to return to some of the damaged buildings. The suffering of the village population in their improvised shelter, according to the cable, "would make Valley Forge seem comparatively comfortable." In addition to the 6000 children driven from the orphanage buildings, 2000 out-placed orphans were again rendered homeless by the destruction of the villages in which they had been given homes.

The cables of November 6 announced:

Nights freezing, renewed shocks at 8:40 and 8:55 this morning are severest since the 23rd—weather so cold necessary to postpone visiting additional villages. Contrast abundance of furs and robes of hundreds of college stadiums with patched rags of these shivering villagers. No warm fires, steam-heated rooms, coffee, abundant dinners. Americans are working heroically with difficult problems of shelter, food supply, transportation and repair of buildings. Their sacrificial service challenges coöperation, financial support of American friends. Greatest danger threatened during ensuing months from epidemics of scarlet fever, typhus, typhoid.

Sickness feared among children who are less fitted to withstand rigorous, shelterless life this winter.

These earthquake victims are but typical of other thousands of orphans, in Greece, Syria, Palestine, and other areas. They are as innocent of any crime as the children in our own homes. Most of them are not only without fathers and mothers, and other relatives, who perished in connection with the late war, but they are also without country, having been driven from their native lands into neighboring countries upon whose resources they have no legal claim.

Underfed and Orphaned

A majority of the children in the orphanages are under the "teen" age and cannot be thrown upon their own resources, especially in the economic chaos of a strange land. Conditions among children in refugee camps of Syria, Macedonia, and elsewhere are but slightly better.

President Bayard Dodge, of the American University of Beirut, reported in October—"The underfed children create just the right medium for epidemics, tuberculosis, malaria, trachoma, and other diseases like dysentery and measles. In one day last spring forty children died of measles, and another day thirty-one passed away."

The pathos of the situation can only be realized when one remembers that most of the refugees in the camp at Beirut were wealthy people with servants, comfortable houses and farms or business enterprises, a few years ago.

Another report, referring to the children in the refugee camp in Aleppo, says—"The winter will be terrible for them with all the suffering from starvation and exposure."

Mr. Barclay Acheson reports that there are 25,000 to 30,000 families, between 125,000 and 150,000 refugees, in Bulgaria needing foreign help. "Within this number are 8000 whole or half orphans." Similar reports of the winter's needs of orphans and under-privileged children could be brought from other areas, including central Europe, the Philippines, and Porto Rico.

Applying the Golden Rule

To one who has walked through orphanages and refugee camps in the land of stalking death, the plaint of "being bled white by appeals" would be pitiful, if it were not tragic. The occasional critic who objects to giving or sending money for benevolences

outside of the United States should note that all the money contributed by America to all foreign missionary, educational and philanthropic enterprises during the entire year, amounts to little if any more than our net increase in wealth in a single day and is less than 1 per cent. of what we collect every year for America's products sold overseas.

A Million Lives Saved

Fortunately, America has not been wholly indifferent to these needs. There are more than 1,000,000 people living in the Near East to-day who would have failed to survive deportations and persecutions, had it not been that many Americans have practiced, as well as preached, the Golden Rule.

Last year International Golden Rule Sunday was observed in fifty countries. The largest financial response, amounting to about \$1,000,000, came from America.

But International Golden Rule Sunday is something vastly greater than a money-collecting device. It is more than a life-saving station. It does save life—it has saved thousands of them—and if your child or mine were among the number saved, we would acclaim the work as infinitely worth while. But the reflex educational and spiritual values upon those who give are possibly of greater importance than the financial returns and the physical ministry.

International Golden Rule Sunday introduces the rich to the poor, the strong to the weak, and the children of fortune to the children of adversity. It brings together in fraternal coöperative relationships the children of the Far East and the children of the Near East. Not only did Prince Tokagawa, President of the Japanese House of Peers, send a substantial check for the Near East orphans, but Japanese school-girls through their Golden Rule contributions of last year are sponsoring and supporting Armenian orphan girls. Children in Armenia have bread to-day because other children in Chile, on Golden Rule Sunday last year, went without cake. Hundreds of illustrations could be cited.

The observance of Golden Rule Sunday has a most wholesome reflex influence upon the children of the world, both those who receive and those who give. These children in an incredibly short space of time will be the leaders and rulers of the nations of which they are now the junior citizens. Public schools, private schools, colleges,

parent-teachers associations, and all who are interested in character building and world citizenship heartily welcome the observance of International Golden Rule Sunday as a factor in practical education as well as constructive philanthropy.

International Peace and Good Will

It is an expression of world citizenship—a day when, as individuals and as nations, we are reminded of the eternal obligation of the strong to help the weak, the rich to share with the poor.

President Coolidge refers to International Golden Rule Sunday as "of great value in bringing about the application of the Golden Rule to the settlement of misunderstandings among nations as well as among individuals."

Dr. John H. Finley, Honorary Chairman of the National Golden Rule Committee, calls it "a method by which the world's differences may be fused in a unity of peace."

Governors, mayors, private schools, colleges, clubs, fraternal organizations, industrial and commercial organizations unite in observance of Golden Rule Sunday, as an expression of universal brotherhood.

A Merry Christmas for All

Christmas is a season of peace on earth and good will toward men; but the carol falls dead if while we sing it, in our well-warmed churches or comfortable homes, children on the snow-swept plains of Armenia freeze and the children of other lands lack food.

On Golden Rule Sunday, we are asked to make a definite contribution toward peace on earth and good will among men by sharing of our abundance with those who are in adversity. On this day, the Golden Rule citizens of the world are asked to content themselves with a frugal but adequate meal, such as of necessity must suffice monotonously every day for the orphans of the Near East. Then, having entered for a brief period into sympathetic fellowship with the sufferings of our fellow men, and having with thanksgiving entered into a new appreciation of our own good fortune, we are asked to make such contributions for the relief of others as we would like to have made if fortunes were reversed and we or our loved ones were in adversity and distress.

WHY INLAND WATERWAYS SHOULD BE DEVELOPED

BY HON. HERBERT HOOVER

(Secretary of Commerce)

[The Secretary of Commerce has become the foremost advocate of comprehensive waterway development, and is devoting time and energy in large measure in an effort to revive national interest. He has addressed important bodies of business men—notably in Kansas City, Minneapolis, and Chicago—and has made recommendations to a Congressional committee. No speaker or writer could be more specific; and the Secretary's vision of an improved inland waterway system fits perfectly into the theme of this number of the REVIEW. The following paragraphs are a summary of his views, as recently expressed to a Minneapolis audience.—THE EDITOR]

IF WE were to make a survey of the many great possibilities for positive progress that lie before us as a nation, the development of the whole of our internal waterways would now stand at the forefront. We have reached an entirely new era in their importance. We need to take a new inventory of these resources in the light of new facts and impelling economic necessities; and we have need to adopt a new vision of its possibilities, an enlarged program of action.

Furthermore, it is of supreme national concern that we conceive and develop our water resources as a whole—a complete system ramifying throughout the entire Midwest—if any section is to receive its full share of benefit.

The war brought great shifts in transportation costs which in turn have created deep-seated economic currents which adversely affect the Midwest. It has thus become doubly urgent that we find a new and cheaper means of transportation for our bulk commodities if we are to relieve adverse pressures and maintain the equal advancement of all parts of our country.

The Farmer Pays the Freight

One of the underlying causes contributing to the present difficulties of our Midwest farmers is the increased railway rates arising from the war. I believe all students agree that the price of our farm products is determined at those points on our seaboard or abroad where the competitive streams of exports come together.

Thus the price at the farm is the price made at this junction-market less the cost of transportation and handling to these

markets; and the price which the farmer realizes in the foreign competitive markets influences the price of his whole product. Therefore the effects of the war increase of transportation rates to seaboard is far greater than its effect upon the part of the crop exported out of the Midwest. It tends to depress the return on the whole crop.

If we could secure the lowered transportation charges promised from waterways, and thereby restore an additional 6 to 12 cents per bushel on grain, we would add a very important percentage to the farmer's profit.

How the Middle West Moved Farther from the Seaboard

The opening of the Panama Canal has caused a further realignment of the economic relationship of the country since the war. It has drawn the Atlantic and Pacific seaboard and their back country economically much closer together.

Using as a measuring rod the number of cents that it takes to move a ton of a staple commodity, and taking in every case the cheapest route, we find that before the war New York was 1,904 cents away from San Francisco, while now it is only 1,680 cents away. But Chicago, which was 2,610 cents away from the Pacific coast before the war, is to-day 2,946 cents away. In other words, Chicago has moved 336 cents away from the Pacific coast while New York has moved 224 cents closer to the Pacific coast. A similar calculation shows that Chicago has moved 594 cents away from markets of the Atlantic seaboard and South America. The same ratios apply to other Midwest points.

With the permanently higher cost of labor

and materials we cannot expect any consequential reduction in our railroad rates without ruin to that vital circulating system. Our railways have reached the highest efficiency in their history, and we must maintain them in that condition. They are not for the whole nation earning more than enough to assure their stability. Some of them are earning less than enough.

'Waterways as a Remedy

I believe we can contribute greatly to remedy this situation facing the Middle West by improvement of our waterways.

The pioneer settlement of the Midwest was due peculiarly to its natural waterways. Then came the railways, more economical than the three-foot barges and packet boats which plied the unimproved rivers—and the rivers died out of importance in our economic life.

But three forces have brought about a transformation which makes it possible again to consider waterways as the avenue of cheaper transportation for many kinds of goods. These forces are the economic distortion of the Midwest from war increase in railway rates; the advance of science and engineering in deepening waterway channels and the improvement in craft; and the increased wealth of our country which permits expenditures upon great undertakings.

Raising Fundamental Questions

But those of us who advocate this have upon us the burden of three great questions:

Do our natural waterways lend themselves to the creation of a widespread system of transportation for the Midwest?

Can we improve them into such a system at a reasonable capital outlay?

Will the operating costs of the waterborne traffic assure us lessened transport costs on import and export of bulk goods?

A System Traversing Twenty States

The first of these questions is whether we possess the possibility of making a widespread transportation system from our natural water channels.

If we would accomplish this great purpose we must enlarge our vision of our inland waterways to embrace a great connected transportation system stretching from the seaboard over the heart of the Midwest rather than as disconnected lake, canal, and river projects.

The topography of our country, the pres-

ent and future necessities of our population, the development we have already accomplished, and above all the goodness of Providence in our natural water channels, clearly define for us two such major inland waterway systems: the Mississippi system and the Great Lakes system.

If we examine our possibilities in this vision we find that the rivers of the Mississippi drainage between the Alleghanies and the Great Plains are disposed topographically in such a fashion that by deepening these stream channels we could project a 9,000-mile consolidated system traversing twenty States. Within these 9,000 miles are two of the great trade routes of our nation.

One of them is an east and west waterway across half the continent from Pittsburgh to Kansas City, along the Allegheny, the Ohio, the Mississippi and the Missouri rivers.

The other is a great north and south waterway across the whole nation reaching up the Mississippi from the gulf and dividing into two great branches, one to Chicago and extending thence by the lakes to Duluth, the other through the upper Mississippi to the Twin Cities of Minneapolis and St. Paul. Other great arms can be created up the Missouri, the Tennessee, the Cumberland, and the Arkansas.

Such a system brings within its reach not only twenty States but the great cities of New Orleans, Minneapolis, St. Paul, St. Louis, Chicago, Kansas City, Omaha, Cincinnati, Pittsburgh, Memphis, Chattanooga, Wheeling, Little Rock, and many towns of less size, as well as their great agricultural hinterlands.

Already Two-thirds Complete

We have been engaged for many years at work on parts of this system, gradually improving it, deepening it, so as to permit of modern craft. But, unfortunately, we have conceived it as a series of local improvements and to-day it lies in many disconnected segments.

Our engineers advise me that given the appropriations we can within five years complete a depth of 9 feet connecting Chicago and Pittsburgh with New Orleans, that we could coincidentally complete a depth of 6 feet over the rest of the system—much of it to be deepened some day to 9 feet. They advise me that at these depths the broken links to-day aggregate less than 2,000 of the whole 9,000 miles. Two-thirds of the job has been done—but in disconnected segments.

As transportation systems they might be compared with a great railway which has occasional stretches of narrow gauge tracks.

The Great Lakes Project

The Great Lakes system is an equally important part of this whole problem. It presents the possibility for cheapened transportation for import and export of grain, raw materials and other goods to Europe and the north Atlantic, for twelve or fifteen States also in the heart of the Midwest. The lakes to-day are the greatest inland transportation system in the world. But the outward traffic to the sea has to pass through the bottle neck of 11 or 12 foot canals.

We know from an engineering point of view that it is entirely feasible to make every lake port an ocean port by deepening these canals to 25 or 30 feet shipways. And a 25-foot waterway will admit seven out of eight of all ocean-going vessels that come to our harbors. Chicago, Milwaukee, Duluth, Detroit, Cleveland, Buffalo, and all their hinterland of States, would at once come many cents per ton nearer to the seaboard and world markets.

Counting the Cost

This brings us to the second major question: Can we construct these great waterway systems at a justifiable outlay?

We to-day, as never before, apply new labor-saving equipment to excavation and construction. Our engineers have attained the highest skill in the world; their experience in the control of floods, the flow of streams, the construction of dams and reservoirs, enables them to proceed with a certainty of step never hitherto possible. The ability to transmit electricity 300 miles to market, creates a value for water powers which are a by-product of many of these waterway improvements—an asset which did not exist in our pre-war calculations.

With the deepening of channels there has been a coördinate improvement in craft. Great barges, specialized to different types of traffic, convey ten times the goods of their shallow predecessors. Diesel engines, improved steam appliances, and better loading and discharging devices have all advanced us a long distance from the old canal and packet boat.

I am advised by our engineers that they can complete the channels of the Mississippi system to working depths at present planned, in five years, for less than \$125,000,000.

Railways that Will Be Inadequate

For a country with an income 2,000 times this sum every five years, and with the issues at stake, certainly the improvement of the Mississippi and its tributaries is not much of a gamble. If it succeeds it will return economic benefits far in excess of the cost every year. And even did it not save a cent on freight rates—which it will—it would still be worth doing, for we must provide more transportation facilities for the future of our country as a whole. Already our railway gateways and terminals are showing signs of congestion.

Their traffic in twenty-five years has grown from 114,000,000,000 ton miles to 338,000,000,000 ton miles, or it has nearly tripled. At a much less rate of increase we must within another quarter of a century provide for expansion in facilities to handle at least double what we are moving to-day. Our present railways will obviously be inadequate to meet that task.

If we would provide for the 40,000,000 of increased population that this quarter of a century will bring us, we must either build more trunk line of railways in the States which can be served by these waterway systems, or we must improve our waterways to take part of the burden. I believe any study of the comparative capital outlay will show that to duplicate the capacity of this completed Mississippi and Great Lakes system, by rails, would cost three times as much as to complete the waterways.

Will Improved Waterways Pay?

Our third question is the probability of cheaper operating costs. It is my conviction that we shall be able to transport bulk goods more cheaply by water than by rail if we build these completed systems. Not only do we, by deeper channels and new inventions, introduce more economical equipment on waterways than before the war, but there is another advantage. While increases in wages and costs of materials have necessitated great increases in our railway rates, yet the effects of these increases are less in the case of water-borne traffic than in rail, because labor and material are employed in less ratio to the tonnage carried.

If we have back loading, 1,000 bushels of wheat can be transported 1,000 miles on the Great Lakes or on the sea for \$20 to \$30; it can be done on a modern equipped Mississippi barge for \$60 to \$70, and it costs by rail



from \$150 to \$200. These estimates are not based upon hypothetical calculations but on the actual going freight rates.

To those who insist that our waterways have always proved a failure before the war, I would not alone point out the new setting of higher transportation rates which we find ourselves, together with the advantages of deeper channels and more economic equipment, but I would emphasize the fact that we never have had real sea-connected water transportation system in its modern sense.

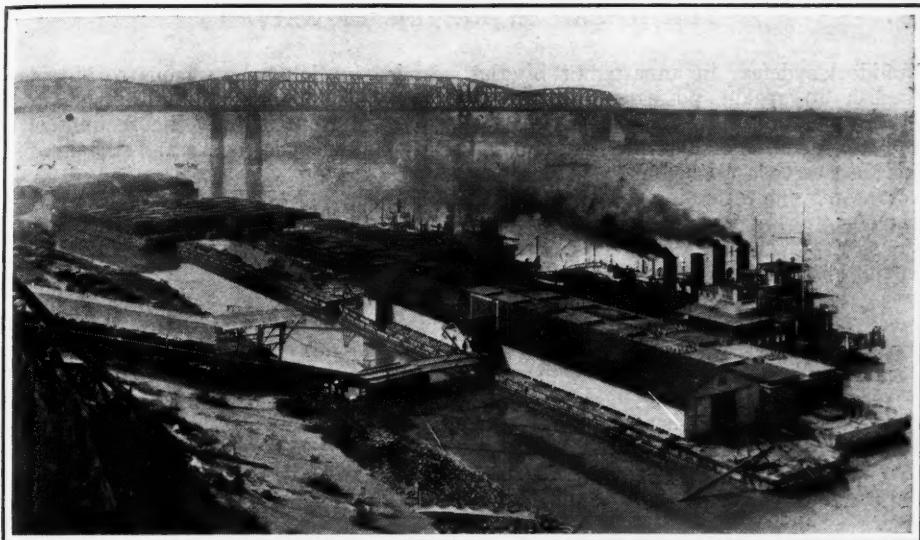
There is another reason why we must have these systems completed if we would fundamentally cheapen transportation by them. The development of our waterways obviously is of direct assistance to those pro-

ducers immediately along the water side, and incidentally the improvement in our highway transport has enlarged this zone of direct water traffic.

I wish to repeat that completion of each of these systems within itself and their complementary completion with each other, are necessary to-day in the relief of our agriculture through the cheaper transportation which they will afford and in the solution of many other national problems. Our agriculture is based upon higher standards of living than those of our foreign competitors. These living standards we must maintain and improve. There is no more fundamental way to strengthen them than by such great economies in distribution.

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Photograph by Ewing Galloway

MEMPHIS, THE LARGEST CITY ON THE MISSISSIPPI BETWEEN ST. LOUIS AND NEW ORLEANS

(This Tennessee River port lies near the middle of the so-called Lower Mississippi, where the channel is sufficiently deep to float a battleship. Memphis is an important cotton market, the bales being carried by river steamer and barges down to New Orleans)

THE MISSISSIPPI SYSTEM OF WATERWAYS

AN OLD-TIME SERVANT AGAIN PUT TO WORK

BY WILBUR F. DECKER

THE steps that first led to the commercial use of our inland waterways may be traced back to Washington himself. During the first hundred years of our country's history the Mississippi system, including the Ohio and its other branches, was a most useful servant of the people. Because of certain conditions that arose, it later ceased to function as a commercial highway. It is now decreed, by no less an authority than Herbert Hoover, Secretary of Commerce, that it must again take up its share of the burden of transportation.

In 1753, Governor Dinwiddie of Virginia, one of the principal stockholders of the Ohio Land Company, sent George Washington, who was then only twenty-two years of age, with a letter to the commandant of the French forces on the Ohio asking him to account for his invasion of territory claimed by the English. The mission was not immediately successful in preventing the advance of the French, but it served to

open the eyes of Washington and of the members of the Ohio Company to the importance of securing a better foothold on the banks of the Ohio River.

When he reached the confluence of the Monongahela and Alleghany rivers, on November 24, Washington was immediately impressed with the importance of the site, then unoccupied, as a location for a fort and trading post. Not only did the tongue of land between the two rivers lend itself to defense, but the three-way water connection with the surrounding country gave it a peculiar value as a trading site.

*When Pittsburgh Was Founded,
on Three Rivers*

On Washington's recommendation, the site was immediately preempted by the Ohio Company and work was begun on a fort about a year later. The driving away of the colonists and completion of the fort by the French who named it Fort Duquesne,

Braddock's defeat in an attempt by the English to regain possession, the final capture of the fort by the English in 1758 and its remaining as Fort Pitt, are familiar incidents of Colonial history.

Washington, with his usual vision, saw not only the immediate advantage of this site as a trading center, but its future value as the head of navigation on a system of great rivers giving access to the Gulf of Mexico as well as to the interior of the continent.

There were many branches of this system of rivers; and at the head of each branch there was a potential head of navigation. What gave Fort Pitt its preëminence, at that time, was the fact that it was the head of the westerly flowing Ohio and the nearest river port to the Eastern settlements. Immediately after the incorporation of the borough of Pittsburgh, the successor of Fort Pitt, in 1794 Philadelphia and Baltimore merchants established an extended trade route on which Pittsburgh was the principal station. Their goods were

carried in Conestoga wagons to Shippensburg, Chambersburg, and Hagerstown, taken from there over the mountains to Pittsburgh on pack horses and exchanged for local products.

By Flatboat to New Orleans

These products were carried by boat from Pittsburgh to New Orleans, where they were exchanged for sugar, molasses, rice, etc.; and these were carried through the Gulf and along the coast back to Baltimore and Philadelphia. This round of domestic and foreign trade—New Orleans was then a foreign city—not only served to enrich the merchants of Atlantic Coast cities, but supplied those communities with important articles of food.

The first cargo boats on the Ohio and Mississippi were shallow-draft affairs called flatboats. They moved only with the current and were guided by means of oars and poles. When they reached New Orleans they were broken up and sold for lumber. The business was a seasonal one, carried

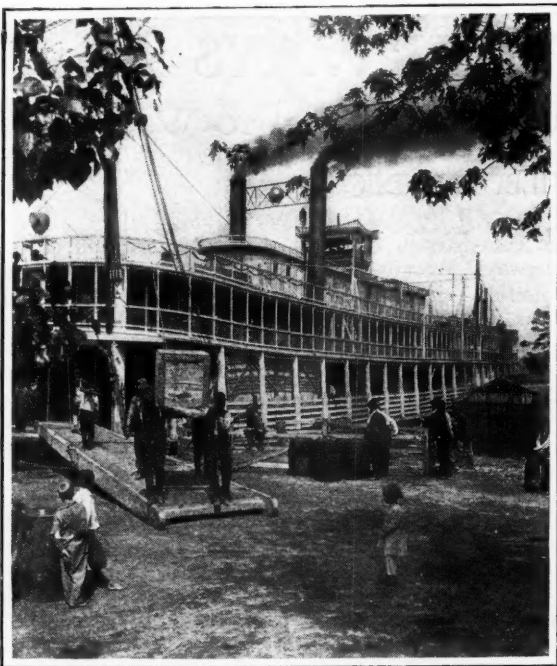
on when the stage of water was favorable. Flatboats were used down to the time of Abraham Lincoln, who made at least one trip to New Orleans from Illinois.

Immediately after traffic was started on the Ohio, Cincinnati, Louisville and other towns sprang up on the route, and St. Louis and New Orleans became important river ports.

The Steamboat Era

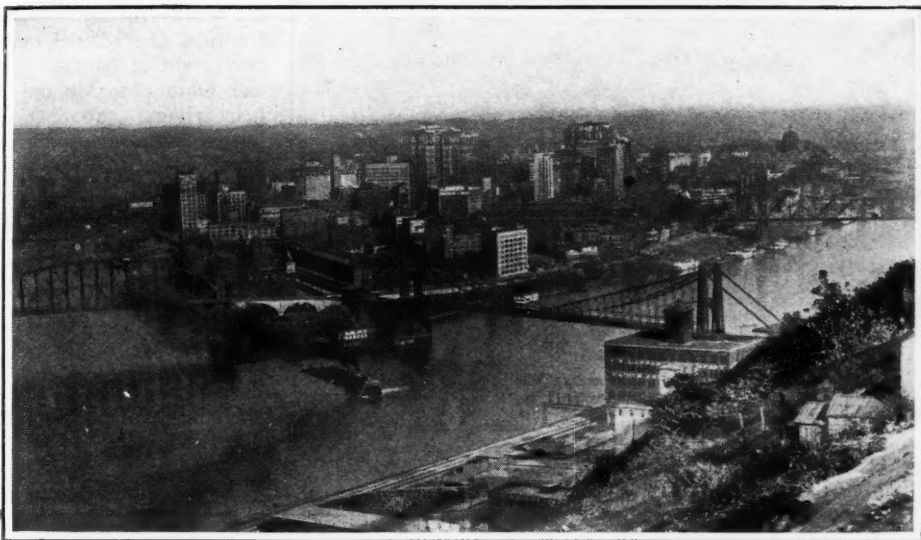
Then came the steamboats which could navigate against the current and carry freight up-river as well as down. During the steamboat era, hundreds of cities and towns sprang up on the navigable portions of the Mississippi system. This was a period of rapid development. It began in the early days of the Nineteenth Century and reached its height about sixty years later. Flatboats continued to be used, for one-way business, during a portion of this period, but the self-propelled boats soon came into control of the traffic.

In the early days of steamboating, Pittsburgh was one of the most important river ports



A MODERN SCENE ON THE ILLINOIS RIVER, REMINISCENT OF THE STEAMBOAT ERA IN THE MIDDLE WEST

(The Illinois joins the Mississippi above St. Louis. Near its upper reaches it is connected by canal with the Chicago River. It therefore will become an important part of an improved system of inland waterways, a link in the route from Chicago to New Orleans, from the Lakes to the Gulf)



Photograph by Ewing Galloway

**PITTSBURGH, WHERE THE ALLEGHANY AND MONONGAHELA RIVERS JOIN
AND BECOME THE OHIO**

(The Monongahela River, at the right, is cited as the best example of river development in this country. Less than 130 miles long, it bears traffic reaching 24,000,000 tons annually—a large part of it being West Virginia coal for the Pittsburgh iron and steel industries)

in the country. More than 300 steamers, several sailing vessels, and at least one full-rigged ship, were built there before 1834.

Next came the railroads. The business of the steamboat lines gradually diminished after the beginning of the Civil War. In the golden days of 1859 there were thirty-two fine passenger steamboats of 48,000 tons trading between St. Louis and New Orleans. "We now have but five steamers of 10,000 tons in St. Louis trade," said a writer in the late '70s. "In 1859 we had thirty-six steamboats of 25,000 tons trading with Cincinnati, and we now have but eight of 10,000 tons. Every year the railroads are making greater inroads, so that in a few years steamboats will disappear entirely from Cincinnati and New Orleans trade." This prediction came true about thirty years later.

Even in the golden days of steamboating, the Western rivers were entirely unimproved. The service was irregular and sometimes interrupted for months at a time on account of low water. The railroads gave a more regular service that extended to inland towns. They received and delivered goods at the door of the warehouse and left their cars to be loaded or unloaded at the convenience of the shipper or receiver. Moreover, the railroads carried

freight parallel to navigable rivers for a fraction of what they charged between points where there was no water competition. These circumstances combined eventually to drive the old-fashioned boats out of business, and the railroads carried the freight.

Shifting River Channels

Before the Government began its systematic improvement of river channels, in the '80s of the last century, the Mississippi system presented a great variety of obstructions to navigation. The lower river carried such an immense volume of water, at high stages, that new channels were often gouged out and old ones clogged up in a single night. The heavy current, sweeping around bends, would often undermine acres of ground and deposit it in the form of bars farther down-stream.

The Missouri and the Ohio, both draining mountain regions, carry an immense amount of sediment that settles in the eddies and forms bars. These branches are subject, also, to extreme stages of high and low water. Even in the days of great steamboat activity there were times when navigation on the Ohio was entirely suspended. At such times small boys could wade across the harbor of Pittsburgh. This



Photograph by Ewing Galloway

A LEVEE ON THE MISSOURI RIVER, BELOW KANSAS CITY

(This artificial river bank is primarily for flood control—to keep the river from overflowing and inundating villages and farm lands; but when properly constructed it combines river improvement with flood control. There are approximately 2000 miles of levee on the Mississippi alone)

condition has since been remedied by building dams with locks below that city.

The portion of the system least subject to floods and shifting channels is what is known as the Upper Mississippi, between the mouth of the Missouri and Minneapolis. The total annual flow of this portion of the Mississippi is less than that of the Ohio or the Missouri, but it is more regular. The low-water stage at Minneapolis is never so low as the corresponding stage at Pittsburgh.

The Government Dredges Deeper Channels

During the last forty years, the Government has greatly improved the channels in the Mississippi system, but a considerable amount of work still remains to be done. A channel from eight to nine feet deep is now continuously maintained between St. Louis and the mouth of the river. Of the 685 miles of channel between Minneapolis and St. Louis, only thirty-nine miles have now a depth of less than six feet at extreme low water. It is expected that the projected six-foot channel for this portion of the river will be completed within the next five years. A six-foot channel on the Missouri between Kansas City and St. Louis is well advanced. Between Sioux City and Kansas City the channel of the Missouri is mostly unimproved. Mr. Hoover's recent proposal that the Missouri River be utilized as an outlet for grain and other farm products of the Dakotas will doubtless be used as an argument for improving the middle reaches of this great river without further delay.

On all portions of the Mississippi system above mentioned the method of improvement has been what is known as open chan-

nel work—dredging, contraction of channel, and revetment of banks. On the Ohio and Monongahela rivers, canalization has been the method employed; in other words, these rivers have been converted into systems of pools by building dams at frequent intervals, with locks for the passage of boats.

The Ohio River project calls for the construction of fifty-four dams between Pittsburgh and Cairo, at an estimated cost of \$101,-

488,100. Forty of these dams are already completed, giving a nine-foot depth at low water between Pittsburgh and a point just above Cincinnati. Reversing the usual order, the improvement of the Ohio was begun at the head of navigation, and a large amount of work still remains to be done on the lower river.

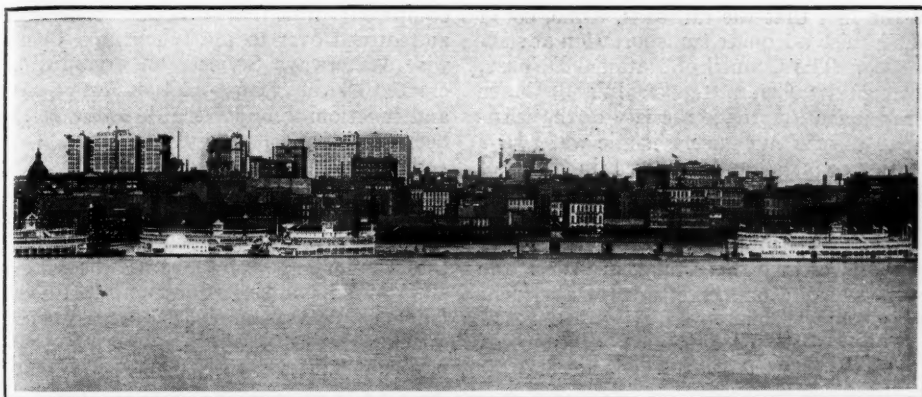
Increased Tonnage on the Ohio

The Ohio Valley Improvement Association, with offices at Cincinnati, has for many years been urging river cities to install modern terminals and the Government to hasten completion of the Ohio project. Its slogan is "Let's close the gap by 1929"—referring to the unfinished dams between Louisville and Cairo, where navigation is often greatly hindered during dry seasons.

Tonnage of freight handled on the Ohio River during the calendar year 1925 is given in the following table, from figures furnished by U. S. Engineers Corps at Cincinnati, together with corresponding figures for the year 1924:

Commodity	Tonnage 1925	Tonnage 1924
Coal.....	6,527,862	5,811,552
Coke.....	397,217
Cement.....	20,582	57,355
Sand and gravel...	6,854,475	3,746,882
Stone.....	551,432	260,672
Iron and steel....	534,817	550,363
Oil and gasoline...	271,298	82,200
Logs and lumber...	185,533	103,613
Packet freight....	349,216	220,020
Unclassified.....	44,583	34,017
Total.....	15,737,015	10,866,683

This shows an increase of nearly 50 per cent. in one year. More than 1,000,000 tons



ST. LOUIS AS SEEN FROM THE MISSISSIPPI RIVER

(Greater St. Louis, on both sides of the river, has been named the "forty-ninth State" by one of its leading newspapers. Certainly its importance is due in part to the fact that it lies near the center of the nation, within easy reach of two thirds of the entire country. The city has twenty miles of waterfront, which is one continuous wharf. The Missouri side of the river is high ground, while the Illinois side is largely bottom-land)

more of coal and coke was handled, and there was a large increase in the movement of oil and gasoline.

The Monongahela River as an Instance

The best example of river development in this country is that of the Monongahela River between Pittsburgh and Fairmont, W. Va., a distance of 128 miles. This river is almost too small to be found on a map of the United States. At low water, it discharges into the Ohio only 140 cubic feet of water per second, as against a low-water discharge of 1800 cubic feet at Minneapolis. Before improvement, only rafts and flat-boats of one-foot draft could be navigated for the entire length of the river. But there were productive coal mines on the banks of the Monongahela, and the best coal market in the country was at its mouth. Here, if anywhere, was an opportunity to profit by river improvement.

The work was first undertaken by a private company, but was later taken over and carried to completion by the United States Government. Fifteen locks and dams were built; a low-water depth of from seven to eight feet is now maintained for the greater part of the way, but there is still a stretch of nineteen miles where the depth is often less than six feet at low water.

Traffic on this small improved river is now about 24,000,000 tons annually. The total cost of improvements on the Monongahela to June, 1925, is stated in the report of the Chief of Engineers to be \$10,883,060.49.

A saving of 50 cents per ton on the present annual traffic would more than repay this amount in a single year.

Secretary Herbert Hoover has recently stated that the freight transported on the Ohio, Monongahela, and Alleghany rivers in 1923 exceeded that on the Panama Canal by 3,173,455 tons, and exceeded that of the Suez Canal by 5,457,000. Surely it pays to improve rivers where traffic like this can be developed.

River Transportation Revived by the War

While the improvement of river channels was going on, the business of the steamboats, from causes already mentioned, gradually diminished. The opponents of water transportation used this as an argument against what they called a wasteful expenditure of public funds. The importance of keeping the channels open was, however, constantly urged by army engineers, and the work was continued, in a somewhat halting manner, as insufficient appropriations by Congress made it possible. The Mississippi system of waterways, comprising 9000 miles of potentially navigable channels, is at the present time about two-thirds improved. Until Secretary Hoover proposed that the work be unified and carried out as a single great system, improvements were made at disconnected points to serve local needs only.

Finally came an event that justified the claims of the advocates of river development. Our entrance into the World War in 1917 brought the people to a realization

of the fact that the railroads, alone, could not furnish adequate transportation at such a time. The Council of National Defense, through its Committee on Inland Water Transportation, made a study of the feasibility of utilizing the navigable waterways of the country, and reported in favor of diverting as much as possible of the traffic of the overburdened railroads to rivers and canals. This proposal received the active support of the Secretary of War, the Secretary of Commerce, and of President Wilson himself.

Funds of the Emergency Fleet Corporation were allotted for the purpose and the construction of barges and towboats was begun. The work of the waterways committee of the Council of National Defense was afterwards given over to the Railroad Administration, and carried on under the direction of the head of the Division of Inland Waterways. A fleet of forty steel cargo barges, six steel towboats, and one steel terminal barge—all especially designed—were ordered for use on the lower Mississippi River.

On Armistice Day work on the Mississippi fleet had hardly begun, but it was recognized by the Government that an analogous, if less acute, situation with regard to domestic transportation facilities would continue to exist for years to come; and it was determined to proceed with the plan of putting a Government fleet on the lower Mississippi. Work was continued on the

equipment which was finally completed and turned over to the Inland and Coastwise Waterways Service, an organization created by the Transportation Act of 1920 and functioning under the direction of the Secretary of War.

The New Mississippi-Warrior Service

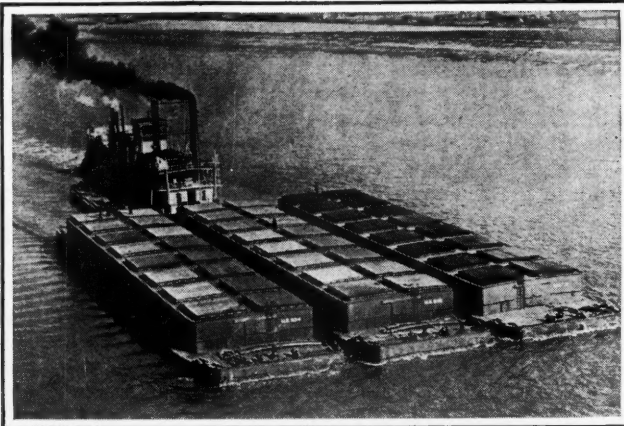
Coupled with the service on the lower Mississippi was a shallow-water service on the Warrior River of Alabama, the Mississippi Sound, and Lake Borgne Canal to New Orleans. What is known as the Mississippi-Warrior Service was begun with temporary equipment in October, 1918. The first delivery of new steel barges for the Mississippi Service was made in September, 1919, and it was another year before the new equipment was in full use.

The new barges have each a capacity of 2000 tons. They are built entirely of steel, with deck-houses, and separate compartments for different kinds of freight. The hulls are divided by steel bulkheads into various water-tight compartments, some of which are designed to carry fuel oil. There are six steel towboats of the twin-screw tunnel-type of 2000 horse-power each. These towboats handle the barges in fleets and can push 7500 tons up-stream at the rate of three miles per hour and 15,000 tons down-stream at the rate of nine miles per hour.

One of the first obstacles to be overcome was the total lack of suitable terminals.

Modern terminals with handling machinery and rail connections have since been installed at St. Louis, East St. Louis, Cairo, Memphis, and New Orleans. The cities of Baton Rouge and Helena are building terminals that will be put in service as soon as completed.

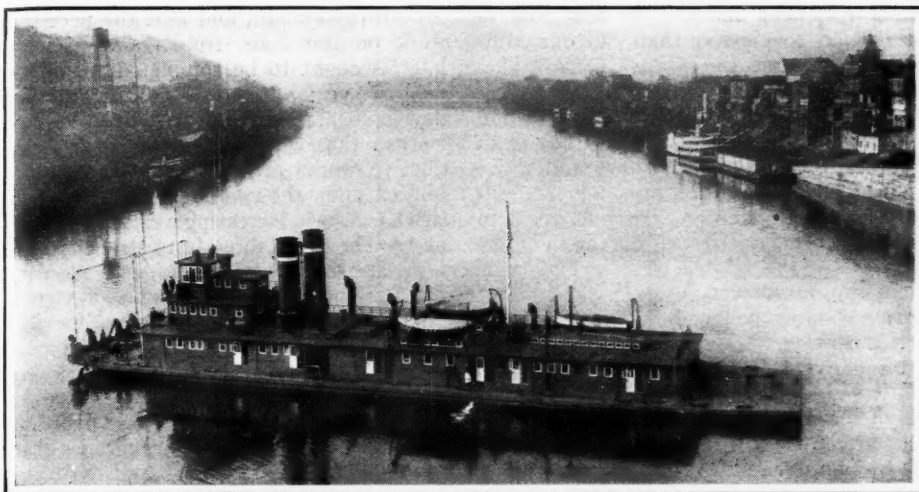
The development and growth of the Mississippi-Warrior Service is best illustrated by the tonnage handled, which was in



A BARGE OF THE MISSISSIPPI-WARRIOR LINE AT NEW ORLEANS

(The federal government operates an inland waterways service that at one end taps vast regions in Alabama—along the Alabama and Warrior rivers—and at the other end reaches up the Mississippi to St. Louis. The connection between Alabama rivers and the Mississippi, without going out into the Gulf of Mexico, is by way of Mobile Bay, Mississippi Sound, Lake Borgne, and the Borgne Canal at New Orleans)

1918.....	23,359	tons
1919.....	104,769	"
1920.....	160,502	"
1921.....	443,267	"
1922.....	599,669	"
1923.....	710,431	"
1924.....	849,593	"
1925.....	910,755	"



Photograph by Ewing Galloway

THE WARRIOR RIVER, IN ALABAMA, AND ONE OF THE GOVERNMENTS MODERN TOWBOATS

(Under Government ownership and operation the freight carried by these boats and their barges, in the Mississippi-Warrior Service, will amount to 1,350,000 tons during the present year—an increase of 40 per cent. over 1923)

The managers' report of tonnage handled during the first nine months of 1926 indicates a probable total of well over 1,000,000 tons for the full year.

Handicaps of the Upper Mississippi Shippers

Great as were the wartime requirements, still further need of interior waterway development has been brought about by the opening of the Panama Canal. While this improvement has been immensely beneficial to the country as a whole, it has not benefited all sections alike; indeed, it has been a distinct disadvantage to the business interests of the northern section of the Mississippi Valley, under conditions as they now exist, inasmuch as it has taken away from them a market on the Pacific Coast and given it to the manufacturers of the Eastern States.

One or two examples will illustrate this point. The ocean freight on a piano from New York to San Francisco via the Panama Canal is \$12.50; the cost of sending a piano to the same destination by rail from Minneapolis, less than one-third the distance, is \$49.50. The freight on bar iron and steel from Minneapolis to San Francisco, in car lots, is \$19 per ton, while the ocean freight from Atlantic ports to the same destination is only \$6.

Not only do these conditions apply to trade with Pacific ports, but a wide strip

of territory bordering on the west coast and reaching inland hundreds of miles can be more cheaply supplied by ocean and rail than by direct rail transportation from the Mississippi Valley. Likewise, a wide strip of territory bordering on the east coast can more cheaply ship its products to Atlantic ports by rail, thence by steamer to Pacific ports, than a manufacturer in the Middle West can ship similar products to either coast.

The higher cost of labor and material since the Great War has worked another hardship to the upper Mississippi Valley that is not felt to the same extent near the coasts. It has made it necessary for the railroads to increase their charges, while ocean rates, because of the competition of foreign overseas shipping, remain very little if any, above the pre-war basis.

Mr. Hoover Tackles a Problem

The great wheat fields of this country lie from 1000 to 1500 miles inland, while our agricultural competitors in Argentina, Australia, and India are near the ocean. The Department of Commerce has made a recent study of this matter and has found that our foreign competitors, in the words of Secretary Hoover himself, "are all nearer to seaboard and ocean rates remain the same as pre-war while our rail rates on wheat have increased about $6\frac{1}{2}$ to 12 cents per bushel. Therefore, foreign farmers

reach European markets at less cost in proportion to pre-war than can our Mid-West American farmer."

Mr. Hoover says further, "I believe most of those who have examined the question agree that if we were able to run ocean shipping into the Great Lakes and if we had the Mississippi waterways fully modernized, we could show savings of from 6 to 11 cents per bushel in transport from different parts of the Middle West, or about the amount of rail rate increases."

In an address delivered in Kansas City on October 19, 1925, which he has since reiterated many times, Mr. Hoover stated emphatically that the remedy for the economic ills of the Middle West is to be found in a full development of the two great systems of inland waterways that we are so fortunate as to possess—namely, the Great Lakes system and the Mississippi system. Regarding the former, which promises perhaps the greatest ultimate measure of relief, he spoke of the unsolved problems of lake levels, alternate routes to the sea, and other engineering questions that he believes will ultimately be solved. "But," said he, "on the Mississippi system, these engineering questions are behind us. We know what we should do. We know its benefits; we know it can be accomplished by a comparatively trivial cost compared to these benefits."

Two Great River Systems

The map on page 598, issued by the Department of Commerce, shows how these two systems of inland waterways will connect at Chicago, and what portions of each remain unfinished. Mr. Hoover states that there should be no delay in finishing the

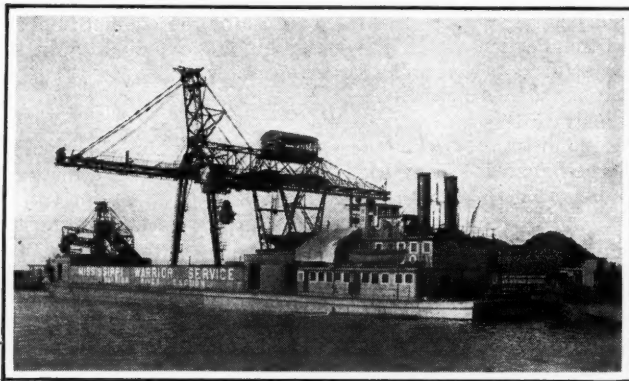
Mississippi system, and that the necessary work on the main trunks and principal laterals ought to be completed within the next five years. As to the cost of waterway development, Mr. Hoover says, "We have learned that expenditures on great reproductive works are neither a waste nor a burden upon the community. They bring rich harvests in increasing wealth and happiness. They tend directly to strengthen the foundations of agriculture and industry. Even from the narrower point of view of taxation, they are an economy, for it is by such works that we increase the income available for taxation and thus reduce our present burdens."

Examination of the map mentioned, on page 598, will disclose two trunk lines of the Mississippi system: a north-and-south line, with branches from Minneapolis and Chicago, and an east-and-west line from Pittsburgh to Kansas City. The former is more than three-fourths completed, and the other more than one-half completed at the present time. It is proposed that the trunk lines be given in the main a depth of nine feet, and that the laterals generally have a depth of six feet.

An important connection is indicated between Davenport on the Mississippi and LaSalle on the Illinois River. This channel, known as the Illinois and Mississippi Canal, is already completed and has a depth of seven feet. When the proposed connection is made between LaSalle and Chicago (which is now held up pending a settlement of the question of lake levels), an all-water route between Minneapolis and St. Paul and the Great Lakes will be available for east-and-west traffic. This canal now furnishes a water connection with Peoria on the Illinois River, one of the western gateways of "trunk line territory," enabling Mississippi barges to deliver cargoes to Eastern railways directly.

Railroad Coöperation Necessary

It is apparent that a barge line, like that operating on the lower Mississippi, must have traffic arrangements with railroads in order to be of any benefit to communities



THE COAL AND ORE HANDLING PLANT OF THE GOVERNMENT'S INLAND WATERWAYS SERVICE, AT MOBILE, ALA.

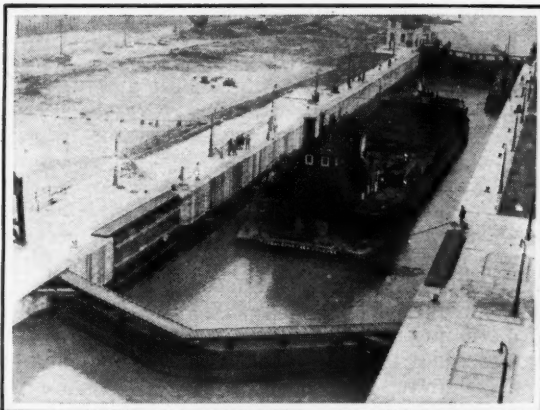
that are not located on the river banks, and that there would be little justification for a Government line offering such limited service. Indeed, the lack of traffic arrangements with the railroads was one of the prime causes of failure of the old system of water transportation. The railroads were fighting for the business and were not disposed to help the independent steamboat lines that served the same communities.

This lack of coöperation between rail and water routes is the greatest obstacle to the revival of privately operated boats. There is no way to compel a railroad to exchange business with a privately operated barge line nor, if such an event were possible, to insure an equitable distribution of joint rail and water rates. In cases where privately operated boats have become common carriers and exchanged business with rail lines it has often been difficult to agree on an equitable division of the joint rate, and the generally weaker boat line can not hold out against the more powerful railroad.

With a Government-operated barge line, however, the case is different. Along the lower Mississippi, the Federal Barge Line has at the present time joint traffic arrangements with nearly all the railroads. Any class or commodity of freight may now be moved by rail and river joint rates on through bills of lading to or from all points in Minnesota, Wisconsin, Iowa, or Missouri, and the greater part of Michigan, Illinois, Indiana, Ohio, Kentucky, Tennessee, Arkansas, Louisiana, and Mississippi. Large quantities of grain have been moved by rail from Kansas City to St. Louis, and thence by barge to New Orleans, for export, on through bills of lading.

As an illustration of the difference in cost between all-rail and all-water transportation, it is of interest to note that St. Louis manufacturers are shipping shoes by barge and steamer to Hawaii for two cents per hundredweight less than the all-rail rate to Denver; and they are shipping to Hong Kong, China, at the same rate as to Salt Lake City.

When railroads were first built west of Chicago, they terminated at points on the Mississippi, where they connected with steamboat lines operating north and south.



A LOCK ON THE NEW ORLEANS INDUSTRIAL CANAL

(Twenty million dollars have been expended on the construction of this great canal. The vessel in the lock is a barge of the Mississippi Warrior Line, which operates between St. Louis and Alabama River points without going out into the Gulf of Mexico)

These rail lines were afterwards extended parallel to the river, but the rail rates were made relatively much lower than the usual east-and-west rates in order to meet water competition. Even after steamboats had practically disappeared from the upper Mississippi, rail rates were kept down on account of potential water competition. These favorable rates had much to do with the prosperity and rapid growth of the Twin Cities of Minneapolis and St. Paul, and other cities of the upper Mississippi Valley.

Interest along the Upper Mississippi

In the summer of 1925 a decision was rendered by the Interstate Commerce Commission that added greatly to the burdens of shippers and receivers of the upper Mississippi Valley, who were already handicapped by their distance from the ocean. It was decreed that they were no longer entitled to the relatively low rail rates that they had always enjoyed, for the reason that there was no longer any actual water competition on the river, and that potential competition could not longer be recognized. This decision threatened the prosperity of manufacturers, wholesalers, warehousemen, and realtors, many of whom had never before listened to the advocates of river development, and they appointed a committee to make a special study of the possibilities of relief by the revival of river traffic. Members of the Minneapolis Civic and Commerce Association and of the

Minneapolis Real Estate Board took an active part in this survey.

They learned that a usable four-and-one-half-foot channel between St. Louis and Minneapolis already existed, and that a six-foot channel was well advanced toward completion. The Chief of Engineers told them that they could not expect the Government to go on with river improvement until use was made of the existing channel, and that, if traffic conditions should warrant, the six-foot channel could easily be completed within the next five years. While it was not thought probable that a great amount of traffic could be developed on a four-and-one-half-foot channel, it was found that equipment could be designed to carry freight on the existing channel and afterwards to operate successfully on the proposed six-foot channel.

Encouraged by the favorable attitude of Secretary Hoover on the question of reviving water transportation and by the policy of the War Department as to channel improvement, this group of business men formed a corporation and offered to furnish barges and other necessary river equipment to the value of \$600,000 if the Government would establish a water service between Minneapolis and St. Louis that would provide dependable weekly sailings to connect with the existing service on the lower portion of the river.

This offer was accepted and a contract to operate a barge line for a five-year period was entered into between the local com-

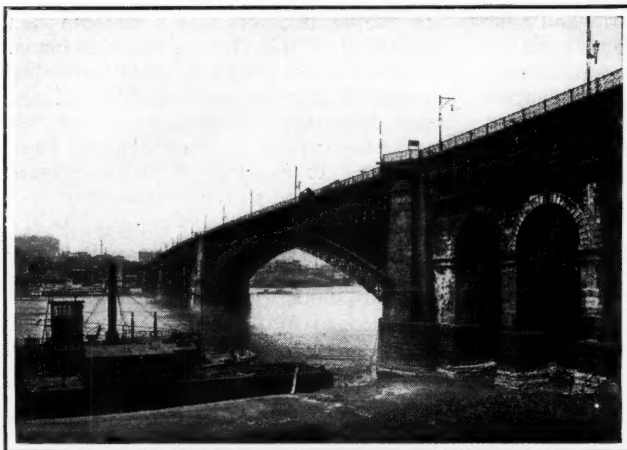
pany and the Inland Waterways Corporation—a Government agency. The Secretary of War has since ratified this agreement, and the necessary barges and towboats are now under construction. It is expected that this service will be in full operation in the spring of 1927. Meantime, work on the six-foot channel is being hastened to completion by the Government engineers, in order that full barge loads may be carried before the end of the five-year period. By the time this contract expires it is expected that the advantages of water transportation, regularity of service and joint rail-and-water rates, will all be so well established that the line will continue to operate indefinitely either under Government control or by the local company, and that barge lines will at that time be in successful operation on other branches of the Mississippi system.

Towboats that Report by Wireless

The steel barges and towboats now under construction for the Minneapolis-St. Louis line were designed for this particular service by a leading firm of naval architects, and will lack nothing that could be devised to insure safety of cargoes and economy of operation.

The barges are 126 feet long, with a beam of 33 feet, and moulded depth of 7½ feet. The holds are divided into fourteen compartments by wing and transverse bulkheads, protected on all sides by dry tanks, and with floors and bilges of wood to guard against moisture. The towboats are 150 feet long, 35 feet wide, and 5 feet moulded depth. Each one will handle a fleet of five barges, and will pick up and deliver loaded craft at the different landings along the river in much the same manner that freight cars are handled by locomotives.

An interesting feature of this barge service will be its radio equipment. All towboats will be provided with both sending and receiving sets, and the operator will be in constant communication with a conveniently located central station on land. This



© W. C. Persons

THE EADS BRIDGE OVER THE MISSISSIPPI RIVER, AT ST. LOUIS

(Although constructed half a century ago, it is still considered a masterpiece in bridge-building. There are three steel spans, each over 500 feet long)

system has been fully tried out on the lower river and found to be of great service to shippers as well as to the operators of the line.

Minneapolis and St. Paul Get Ready

While the fleet is under construction, the principal cities on the upper river are hastening to provide themselves with suitable terminals. Several years ago, the Minneapolis Civic and Commerce Association urged the City Council to acquire the necessary land and build a municipal wharf. Some opposition was expressed at the time to such use of public funds, but the views of the far-sighted members of the Council prevailed, and a substantial wharf, nearly 1,200 feet long, and a concrete warehouse were built. Sufficient land was also secured for future warehouse sites. A spur track is now under construction that will connect this landing with the railroad yards of the milling district, only half a mile away. Tracks will be laid parallel to the dock wall and modern handling machinery will be installed for transferring freight to and from barges, railroad cars, and trucks. St. Paul is providing similar terminal facilities, and the smaller river cities are improving their landings and installing loading and unloading machinery.

Cargoes of the Upper Mississippi

A survey has been made of prospective freight movements, and it is found that the down-stream cargoes will consist largely of coarse grains, such as oats, rye, barley, flax and wheat, flour and its by-products, and the general line of manufactured goods intended for the southwest, Pacific Coast, South America and Australia. It is believed that the opening of the barge line will afford a very valuable outlet for the canners of Minnesota and Wisconsin who are packing large quantities of canned corn and canned peas.

As to the up-river traffic, it may be said that there is a prospect that the full capacity of the barge line will be needed from the start; indeed, the New Orleans-St. Louis barge line is already delivering to north-bound railroads at St. Louis enough freight to load a



© O. A. Knudson

**A TOWBOAT AND ITS BARGES ARRIVING AT MINNEAPOLIS
LAST MAY—SAID TO BE THE FIRST WATER-BORNE FREIGHT
IN A QUARTER-CENTURY**

fleet every week. When the new line is ready, this freight will be sent all the way by water.

The up-stream movement will consist largely of sugar refined in New Orleans and Hawaiian sugar refined in San Francisco and brought through the Panama Canal to New Orleans for distribution up the river through the Middle West; Sisal from Yucatan and Mexico for use in the binder-twine factories of the Northwest; green coffee from Brazil; canned pineapple from Honolulu; canned salmon brought from Seattle; California dried fruits; nuts, canned goods; salt and sulphur from the Gulf Coast, and a great variety of South American and European products brought by steamers to New Orleans for distribution from there to manufacturers in the Northwestern States.

A New Era in River Transportation

There are still many who doubt the practicability of permanently reviving river transportation. They point to the fact that steamboats have almost entirely disappeared from the rivers as evidence that rail transportation is more economical; but they do not always take into consideration the new conditions that have arisen, nor the greater efficiency of modern river equipment, for which we are indebted to European naval engineers.

No sane advocate of inland waterway transportation will argue that it is in any way a substitute for rail transportation, but rather a valuable supplement to rail service where navigable channels exist.

CHICAGO AND THE MISSISSIPPI WATERWAY PROBLEM

BY ARTHUR M. BUSWELL

(Chief of the Illinois State Water Survey)

WHEN Father Marquette and Louis Joliet explored our Middle Western region, traveling by water and portage, they were impressed with the opportunity for a canal connecting the St. Lawrence with the Mississippi River system by way of the Chicago and Des Plaines rivers. The situation which they reported in 1673 was somewhat as follows, using modern names for points of reference:

The Des Plaines River, rising in southeastern Wisconsin, flows southward parallel to Lake Michigan and from ten to fifteen miles west of the lake shore to Summit, about opposite the South Side of Chicago, where it veers to the southwest. About fifty miles southwest of Chicago it joins the Kankakee from the southeast and forms the Illinois River. The Illinois flows west and south a distance of 273 miles to the Mississippi at Grafton. The Des Plaines basin is bounded on the east by a very low divide, the eastern slope of which drains through the north and south branches of the Chicago River, into Lake Michigan and the St. Lawrence system.

Canals for Transport and Drainage

The question of a canal across this divide was frequently under discussion during the early settlement of Illinois and in 1827 a land grant was made to the State of Illinois to provide for the construction of a canal connecting Lake Michigan and the Illinois River. This canal, with a depth of six feet, was completed in 1848 and cost something over \$6,000,000.

The canal was found to be too small to serve adequately the water traffic and various steps for its enlargement have been taken from time to time.

At present the United States has provided a seven-foot channel from the mouth of the Illinois River to La Salle, a distance of 223 miles, and has under consideration

plans for improving this probably to a nine-foot depth. The Sanitary District of Chicago, some twenty-five years ago, constructed a drainage canal from Lake Michigan to the Des Plaines at Lockport, reversing the Chicago River so that it flows into the Illinois instead of Lake Michigan. Lake Michigan, the source of Chicago's water supply, had become so polluted by the direct discharge of the city's sewage that serious epidemics of typhoid had resulted. These epidemics were checked in large measure by this diversion, though general advances in sanitation, such as the chlorination of water, must also be credited with a considerable part of the improvement. The State of Illinois has authorized a \$20,000,000 bond issue for the "Illinois Waterway" connecting the drainage canal at Lockport with the Illinois River at Utica, seven miles east of La Salle. The improvement of this seven-mile stretch is also projected by the United States.

A Curious Series of Complications

The problem of completion of the improved "Great Lakes-Mississippi" waterway is complicated by a curious combination of conditions which involve the question of the water supply and waste disposal of the city of Chicago and a considerable portion of its suburban district. The question of lake levels and their effect on lake traffic, the relative value of water power developed at Niagara and along the St. Lawrence to that developed on the Illinois River, and the flooding and pollution of the Illinois valley further complicate the problem.

This situation arises from the fact that the operation of a canal connecting Lake Michigan and the Mississippi (via the Illinois River) involves the diverting of a certain amount of water from Lake Michigan, a part of the St. Lawrence River

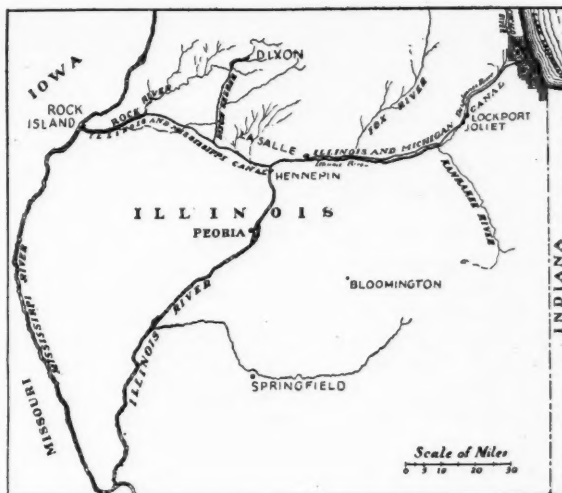
system, and causing it to flow into the Mississippi River system. There is no other source of water within several hundred miles which can be used to serve as a feeder to such a canal. The amount of this diversion determines to an important degree whether or not Chicago can protect its water supply by diverting its sewage completely and untreated from Lake Michigan into the Illinois; the degree of pollution of the Illinois River and to some extent the effect of floods in the Illinois valley; the amount of hydroelectric power that can be developed at some suitable site on the Illinois; the amount of power capable of development on the St. Lawrence system; the draft to which boats can be loaded for lake traffic; and the outcome of several less serious situations, as well as the cost and usefulness of the Illinois-Michigan Canal.

Diverting Water from Lake Michigan

The first link of the canalization now under construction to connect the St. Lawrence with the Mississippi (via Lake Michigan and the Illinois River) is the channel originally called the Sanitary and Ship Canal, begun in 1892 and opened in 1900. It extends from the South Branch of the Chicago River at Robey Street to Summit, a distance of about eight miles, where it first meets the Des Plaines. Paralleling the old Illinois and Michigan Canal, the Sanitary Canal then follows the east side of the Des Plaines valley for twenty-two miles from Summit to Lockport, where because of its flat gradient it is considerably above the river bed.

The rated capacity of the canal is 10,000 cubic feet per second, the maximum discharge being 12,000 cubic feet per second. The first temporary permit for diversion issued by the War Department was 5,000 cubic feet per second and this was reduced a year or two later to 4,167 cubic feet because the higher flow hindered water traffic. The amount of water actually diverted has increased to an average of 9,000 cubic feet per second for the past several years.

The flow in the canal is composed partly of the reversed flow of the Chicago River into the Illinois River. This is augmented



THE CHICAGO LINK IN THE "GREAT LAKES TO GULF" WATERWAY, AND THE CITY'S DRAINAGE CANAL

by the liquid wastes of the city and by water from Lake Michigan which flows in at the old mouth of the Chicago River or is pumped in to various channels to prevent local nuisances. Since March 3, 1925, the War Department has required the City of Chicago to meter its water supply. This should result in reducing consumption to a point where purification can be adopted. The new sewage treatment plants, also required by the Government, will enable diversion from the Lake to be reduced to 4,167 cubic feet by 1935.

Available as a Waterway

The Sanitary and Ship Canal was built at a construction cost of nearly \$69,000,000, of which about \$9,000,000 is chargeable to special features of construction to make the channel available as a link in the waterway. It is, as stated above, designed for a flow of 10,000 cubic feet per second (about $4\frac{1}{2}$ million gallons per minute). With this flow the direction of the Chicago River is continuously reversed so that the drainage and sewage of Chicago flows into the Illinois River rather than into the Lake.

With a smaller flow, say 4,167 cubic feet per second, the flow recognized by the War Department prior to 1925, the reversal of the Chicago River will not be continuous, but at times of heavy rainfall (seven or eight times each year) it will resume its natural course and flow into the Lake, sometimes for several hours at a time.

At the lower flow sewage solids will settle in the canal and cause a nuisance near the city, while with the higher flow they are transported farther away.

Naturally Chicago is anxious to maintain a diversion of 10,000 cubic feet per second to protect its water supply and beaches. It provides an easy method of sewage disposal.

When the question of the disposal of Chicago's sewage was under consideration and diversion and dilution were adopted it was estimated that an amount of water equivalent to four cubic feet per second per thousand population would sufficiently dilute the sewage so that no nuisance would be caused in the Illinois River valley. This estimate was based on experience both in this country and abroad where disposal by dilution was practiced. On this basis the drainage canal, with a flow of 10,000 cubic feet per second, could handle the wastes of 2,500,000 people. During the first few years, with the smaller population of the Sanitary District of Chicago and the lower flow with the sedimentation of solids in the canal, the conditions in the Illinois River were not objectionable and normal stream life existed well up to the head of the river.

Pollution along the Illinois River

But to-day the actual population of the District is about 3,000,000 and the wastes from the various manufactories represent nearly 2,000,000 more people, making the pollution load about twice that for which the dilution system was designed. The result is what was predicted it would be by those who planned the system, in case the limits they set were exceeded. The river is in a septic, malodorous condition for 146 miles from Chicago, a stretch which flows through the most picturesque scenic district of the State. Fortunately at this point the river widens out to form Peoria Lake. These wide waters provide an opportunity for natural physical, chemical and biological processes to overtake and neutralize to a considerable extent the effects of pollution. In the winter time, when these processes are retarded and aeration is prevented by ice, septic conditions extend much farther down the river. The present diversion of about 9,000 cubic feet per second is sufficient to discharge the sewage into the Illinois River but not sufficient to dilute it beyond the point of causing a nuisance. A decrease in the flow to such an amount that

the sewage solids would settle in the drainage canal would improve the condition of the river. The canal itself would of course become extremely offensive.

The diversion of water from Lake Michigan has raised the normal stage of the Illinois River from four to six feet, so that some lowlands have been submerged. Claims for damage from riparian owners are being adjusted in the courts. At times of flood, conditions frequently become serious and considerable damage is done on the Illinois River. These conditions are apparently due more to the restriction of the channel by the building of levees to reclaim land for farming (about a quarter of a million acres have been reclaimed) than to the diversion of water from Lake Michigan.

Effect upon Great Lakes Levels

The effect of low water on traffic in the Great Lakes has been the cause of much protest and numerous suits by harbor cities to prevent entirely or limit to a very small amount the diversion of water at Chicago. The lake levels for the past few years have ranged about three feet lower than eight to ten years ago. This is popularly attributed to Chicago diversion.

About six inches of the present lowering of the lakes is probably attributable to the diversion through the Sanitary Canal, while about a foot of the lowering is laid to other diversions, changes in channels, and so on. However, even six inches is of considerable importance. It has been estimated that the loss on the amount of freight that can be carried on large lake freighters is about \$325,000 per year for each 1,000 cubic feet per second diverted.

The relative value of the Illinois waterway with various amounts of water appears to be a matter of controversy. The State Division of Waterways estimates that with a flow of 4,167 cubic feet per second, instead of 8,500 to 10,000 cubic feet per second, losses due to increased delay at locks would amount to a million dollars a year, assuming a traffic of 10,000,000 tons per year. But the army engineers figure that the delays due to increased current velocity with the larger flow will be practically equivalent to the lockage delays at the lower flow. However some benefits to the Illinois waterway in the form of wider and deeper channels, lock facilities for larger fleets, and decreased costs, must result from more liberal flow of water.



CANAL STREET, THE PRINCIPAL THOROUGHFARE OF NEW ORLEANS AND THE HEART OF ITS BUSINESS AND SHOPPING DISTRICTS

(The street is 200 feet wide, with four trolley tracks, parking space away from the curb, and ample room for traffic)

NEW ORLEANS

THE SOUTH'S METROPOLIS, THE NATION'S GATEWAY

BY JOHN SMITH KENDALL

THE most impressive feature in the recent commercial and industrial history of the United States is, probably, the economic renaissance in the South. For a generation after the Civil War, the States of the defunct Confederacy suffered from the consequences of their great and disastrous adventure. A few years ago, however, the fact that the South was no longer a negligible business rival began to be appreciated in other parts of the country. Now it has become something of a fashion to comment, more or less admiringly, upon the advances already made in the South, and to predict a dazzling future for it. The North and the West speak well of the South's resources; the South speaks well of itself. No doubt there is some exaggeration in this, but there is also much truth.

Louisiana's Late Recovery from Civil War Wounds

The Civil War crippled the South materially to a degree which it is hard to realize at the present time. Far greater were the

injuries which it inflicted upon the spirit of the Southern people. Both kinds of wounds took time to heal. The process of recuperation is still little understood, in spite of the attention which historians and statisticians have recently given to the matter. As a matter of fact, the Civil War and its consequences were felt in certain parts of the South down to the close of the last century. It has been only since then that recovery—emotional as well as physical—really became possible; and it has been only within the last decade that remoter parts of the South—like Louisiana, for instance—fully emancipated from the burden of a terrific historical blunder, can be said to have recovered their position in the Union.

Louisiana has been almost the last Southern State affected by the industrial revival. The Reconstruction era was particularly unfortunate there. Split into two sections by the Civil War, the fragments coalesced at the end of that conflict only with infinite travail. By 1877, however, with the reëstab-

lishment of white control over the State government, this was at least superficially accomplished; but, underneath, there were still bitter animosities which remained to be soothed, habits of political and social disorder which required to be cured; and the wreckage of commercial and industrial organization which it was necessary to clear away and to reconstitute.

Hard Lot of New Orleans During the War

There is probably nothing in the current revival in the South more picturesque and dramatic than the rise of New Orleans. No other place in the South suffered so severely from the Civil War as New Orleans. In 1861 it was at the height of its prosperity. In that year the value of its imports, exports, and domestic receipts rose to \$324,000,000—an immense figure for those times. Six months after the outbreak of hostilities its commerce had totally disappeared. New Orleans was at that epoch almost entirely dependent upon its trade in sugar and cotton, and when the Federal fleet blockaded the mouth of the Mississippi river, business stopped in the unhappy city, and it fell swiftly into a poverty the like of which probably has never been known in any other American community.

Orgies of Reconstruction

Then came the whirlwind of Reconstruction. Again New Orleans suffered as no other Southern city suffered. Under a succession of absurdly incompetent municipal governments the bonded debt of the city rapidly increased, until, in 1872, it amounted to \$22,246,378, part of which involved the payment of interest at the rate of 10 per cent. per annum. In that year the costs of the city government rose to nearly \$7,000,000. In 1880 the assessment of the city for tax purposes was but \$91,117,918, a decline of over \$30,000,000 in eighteen years. Between 1863 and 1873 New Orleans paid in taxes a sum equal to the entire taxable valuation of the city. It is said that in the latter year, such was the prostration of business, one could rent a store in the most important part of the retail business-district on a mere agreement to pay the taxes. Another tradition is that, about the same time, over a thousand professional men registered at the City Hall as applicants for any kind of manual labor, so great was the distress and so complete the lack of employment for persons of their type.

During much of this time New Orleans was virtually divided into two armed camps. There was fighting between the rival political factions in 1866 and again in 1874. Minor disturbances were matters of constant occurrence. It is not likely that the people of the city were free from blame; indeed, the candid historian must admit that some of the acts of the Federal Government most bitterly complained of then were natural reactions from provocations supplied by the populace under the leadership of well-meaning but misguided patriots. Nevertheless, government in New Orleans during the entire Reconstruction epoch was incredibly harsh and oppressive. But some virile principle too strong to be destroyed—some quality of virtue which inspired the community amid conditions which would have extinguished any other less masculine organism—enabled New Orleans not only to endure but to make head against its uncouth masters, and finally to throw off their yoke.

Vicissitudes of the School System

The most regrettable feature of the Reconstruction time was the decline of education. In the furious struggle which arose over the admission of colored pupils to schools intended exclusively for white children, the business of education was largely forgotten. Courage to withstand moral pressure and physical danger was of more importance in a teacher than a knowledge of the subject he was supposed to teach. The result was that the generation which grew up under these abnormal conditions was poorly educated; and this lack of training even amongst the most influential body of the citizenry has been one of the most serious handicaps that New Orleans has had to overcome. The admirable public-school system of to-day, with buildings valued at \$14,000,000 and an enrollment of 64,000 pupils, and private schools attended by 30,000 students, represent the community's recognition of its need, and an effort to protect its future.

"Gang" Leadership in City Politics

Only a little less serious than the collapse of education, was the fact that the Reconstruction epoch produced in New Orleans a kind of political adventurer probably more sinister than any known elsewhere in the United States. The struggle in which the white people ultimately recovered control of the State government was of a character too bitter to make either party to it at all careful



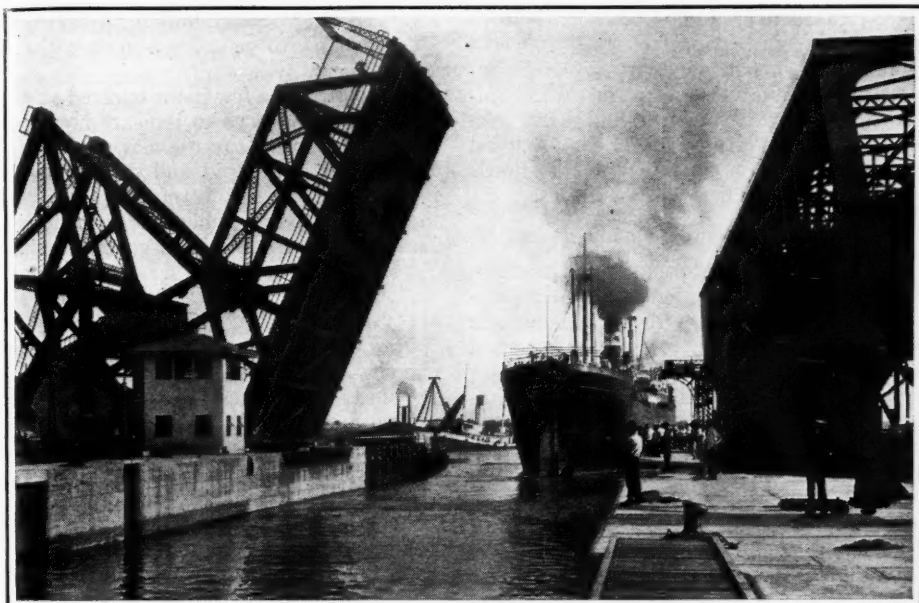
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THE INNER HARBOR NAVIGATION CANAL AT NEW ORLEANS, CONNECTING THE MISSISSIPPI RIVER WITH LAKE PONTCHARTRAIN

(This industrial canal, completed in 1923, adds about eleven miles to the waterfront of the harbor. The lock shown in the picture is 640 feet long and 75 feet wide; it permits the passage, even at low water, of 20,000 ton vessels with a draught up to 31 feet. From Lake Pontchartrain into the Gulf of Mexico there is a 9 to 14 foot channel)

as to the methods they employed, or the sort of henchmen whose aid was accepted. It thus happened that, at the close of the epoch, there had been bred up a class of resolute, unscrupulous politicians, whose physical prowess brought them to a leadership for which they were intellectually and morally unfit. From 1880 to the closing years of the century these men had much to do with the shaping of the city's government, and they shaped it badly. It has taken time to get rid of them. Nor can it be said that the city, even now, is free from the pernicious tradition which they left behind. Nevertheless, it is true that, year by year, the power of the intelligent businessman, of the engineer, and of the trained expert is becoming more and more decisive in the municipal government.

America's Second Port and South's Greatest Money Center

Because New Orleans has won through in spite of all these impediments, and is now, in a deeper sense than ever, the foremost city of the South, the present moment seems particularly appropriate in which to indicate in a general way just what that city is, and the degree to which it embodies the Southern

renaissance alluded to at the beginning of this article.

New Orleans is the second largest port in the United States. During the year 1925 there passed over its wharves, in imports and exports, goods to the amount of 8,629,027 long tons, valued at \$671,625,763. New York during the same time did a business from three to five times as great; but New Orleans was far ahead of its next most important competitors—Galveston, with imports and exports valued at \$534,393,609; and San Francisco, with \$400,570,650. These figures are for foreign commerce only, but New Orleans had, in addition, a large and growing coastwise traffic.

New Orleans is, moreover, the great financial center of the new South, and one of the most important in the nation. The bank debits, which were in 1924 \$3,956,250,000, grew within a year to \$4,289,342,000; the deposits increased from \$248,594,950 to \$264,575,232. Property values rose from \$537,938,942 in 1924 to \$560,846,529 in 1925.

An American, Native-White City

The population, which was but 287,104 in 1900, increased to 387,219 in 1920, and in the current year is estimated at 425,000. It

that total there are but 26.1 per cent. Negro and 6.7 foreign born; a fact which is worth considering, for it shows how overwhelmingly white and American are the inhabitants of what has long erroneously been called a foreign city, seriously compromised by the presence of the African. Two-thirds of the people are native-born whites.

New Construction, Public and Private

Statistics make notoriously dull reading, but it is only by citing figures that the present-day status of New Orleans can be made clear. Let us add a few more, for good measure: A list of private enterprises, quasi-public developments, and public improvements going on or projected for the immediate future shows that \$256,037,901 will be expended almost entirely in construction work; while along the Mississippi Gulf Coast, in what may be regarded as the immediate environs of the city, \$50,000,000, including three large new hotels, is additionally to be expended. Three bridges, two across the Mississippi and one across Lake Pontchartrain, to cost in all more than \$25,000,000, are proposed. At a recent session of the council of the city it was decided to issue bonds up to a value of \$7,500,000 to provide for the construction of a \$2,000,000 municipal auditorium, a new criminal court and prison, a modern garbage disposal system, and an extension of an additional thousand acres to the City Park. The United States Government, also, has

arranged an \$8,000,000 building program for New Orleans, to be entered upon within a short time.

These are but a few items selected at random, but they serve to indicate how New Orleans has reacted to the new spirit in the South, and how rapid and definite is the progress which she is making along all lines of endeavor—public works, penology, sanitation, and promotion of general welfare.

Latin Element in the New Orleans Background

New Orleans is thus to-day a truly American city, but its Americanism is based upon the old Latin cultures. The fact that France played a great part in the development of the city is well understood, but the place of Spain was probably no less important, and that is not so generally recognized. The Spanish domination lasted over the critical years between 1768 and 1803. Previous to that time New Orleans was but a small, fever-ridden tropical village. The population in 1768 was less than 5,000. It was the period of Spanish control that witnessed the transformation of this insignificant settlement into the colonial capital which was ceded to the United States in 1803. When Claiborne took over the government, in that year, the population was 10,000. It is curious to note, however, that the Spanish language never became the idiom of the community. French, indeed, continued down almost to the Civil War to be the language of culture and of elegance. Long after English had displaced it in the law-courts, in the counting-room, and along the levees, French kept its place in the drawing-room and at the Opera House.

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A "French" Quarter with Spanish Customs

If we seek to-day for vestiges of the Spanish domination, we find them mainly in the architecture and the cookery of the so-called "French Quarter." For the "French Quarter" of New Orleans, in spite of superficial resemblances to the average French provincial capital, reflects Spanish tastes and habits

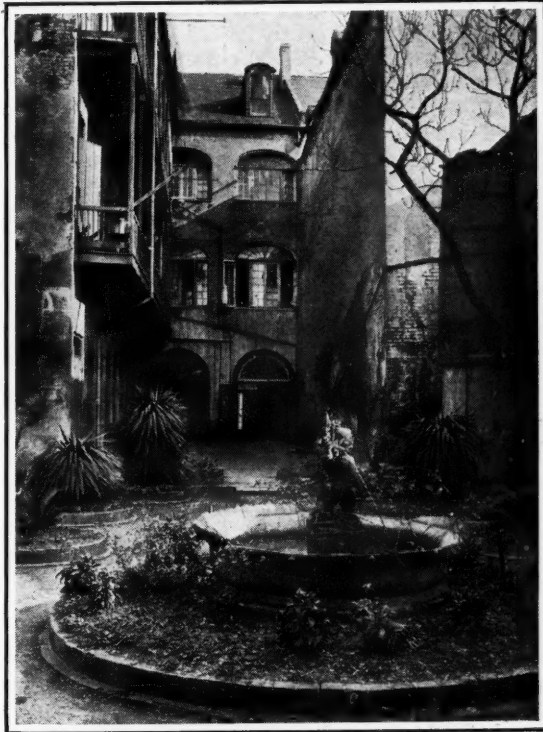


THE FRENCH OPERA HOUSE, DESTROYED BY FIRE IN 1919
(Erected in 1859 and completely destroyed sixty years later. Here many of world's most famous artists appeared, and it became one of the most famous centers of music in the United States)

of living in many of its most important characteristics. The massive carriage doorway opening into a long stone-paved passageway; the paved courtyard; and the extension of the main structure in such a way as virtually to surround the "patio"—these are features which are much more Spanish than French in derivation. And the celebrated "Creole kitchen"—where the most toothsome viands in the world are still prepared—gets its garlic, its savory stews, its gumbo, and its "jambalaya" not from the northern but from the southern side of the Pyrenees.

New Orleans' picturesque "French Quarter" covers an area of sixty or seventy squares, approximately at the center of the city's river front. It extends ten blocks along the Mississippi, from Canal Street to Esplanade; and some six or seven back from the river to Rampart. It is a tiny oasis in the midst of the great city of to-day, with its area of nearly 200 square miles; yet that was all there was to the colonial capital. In spite of disheartening changes, the "French Quarter" is still one of the most interesting places in the United States. The streets retain an old-world atmosphere the like of which one must journey to far-off Quebec to parallel. Ancient houses which are admirable examples of design and construction still abound. Here and there are bits of wrought-iron work which are masterpieces of the craft of the smiths of a hundred and fifty years ago. The effect that the Quarter produces on the visitor, is of a profound racial difference from the other, newer parts of New Orleans, which have been built in a style not much unlike that to be seen in the average American city.

A movement for the preservation of this historic part of New Orleans has developed within the last few years, principally, it is said, as a result of the establishment of the Little Theater in a fine old structure in the very heart of the "French Quarter." Before that, it had been much neglected. Some of its most interesting precincts, like the stately Pontalba buildings overlooking the flower-beds of Jackson Square, had been



A COURTYARD IN THE FRENCH QUARTER

(In spite of changes that are disheartening to the lover of things that are old and quaint, the French Quarter of New Orleans is still most interesting. In its paved courtyard and the patio itself, this scene reflects the influence of Spanish domination of Louisiana, which ended a century and a quarter ago.)

suffered to fall into the hands of tenants in poor circumstances—Italians, chiefly. In fact, French had virtually ceased to be the language of the "French Quarter." Italian had to a considerable degree taken its place. Even the French Market had been invaded by Sicilian hucksters, and there were over the stalls there almost as many Italian names as Gascon—a regrettable but significant change.

Architectural Charm

Some day, no doubt, when the financial value of the "French Quarter" to New Orleans as an attraction for tourists shall have been really understood by a municipal government singularly obtuse to that sort of thing, steps will be taken to make it a "monument," as has been done in Europe under similar circumstances. Then a commission with power and funds adequate for the purpose, will pass upon all building operations there, and prevent those which

tend to impair the Quarter's precious historic charm. Recently a fad has developed among the wealthier citizens to buy and restore one or more of the old houses there. Although few of these have been utilized by the new owners as their own residences, they have been restored and let to desirable occupants. In this way their preservation seems assured.

One of the finest examples of this type of building is the so-called Patio Royale, a structure well over 125 years old, once the home of the great chess-player, Paul Morphy. This beautiful and characteristic building was threatened with ruin, when it was acquired by a philanthropic banker and presented to Tulane University. The place has been restored with the utmost skill, and is now one of the most perfect and inspiring

examples of colonial architecture in the city. Another instance is the Brulatour mansion, a superb type of Spanish domestic architecture, which now houses the Arts and Crafts Association, and is the scene of its praiseworthy labors to popularize the arts amongst the people of that neighborhood. Many other picturesque buildings have been taken over by the artists who, in recent years, in steadily increasing numbers, have settled in the city. The "French Quarter" has thus become the home of a genuine colony of serious art-workers.

A Building Two Centuries Old

Nevertheless, much remains to be done before the "French Quarter" can be made secure from the vandal. There is always danger of the repetition of that tragically-foolish action which, some twenty or twenty-five years ago, resulted in the destruction of a whole square of interesting buildings to make way for a vast and extraordinarily hideous court-house. Only a few squares away, an edifice of the utmost historical value—the old palace of the archbishops, which dates from 1727, and is thus probably the oldest building in the Mississippi Valley—is to-day going to decay unnoticed. Fortunately, the Cabildo, where in the Spanish days the governing body of the province of Louisiana used to convene, and which was subsequently for a generation the city hall of New Orleans, has been occupied by the State Museum. The Cabildo is intelligently cared for by the museum board, presided over by Henry P. Dart, the well-known historian, and by the able curator, Robert Glen.

Modern Expansion of the City

New Orleans did not outgrow the boundaries of the "French Quarter" till after American control had been well established in Louisiana. Then, in the early part of the last century, Americans built for themselves a rival "quarter," known as the Faubourg Ste. Marie, and this rapidly outgrew the parent section, and in 1840 was by far the busiest, most populous and most progressive part of the city.



NEW ORLEANS, SECOND PORT OF THE UNITED STATES, YET SITUATED A HUNDRED MILES FROM THE SEA

(Two million dollars' worth of goods pass over the wharves of New Orleans every business day. Only New York handles a larger total of imports and exports. From the city to the mouth of the river there is a navigable depth of more than sixty feet. Additional dock facilities are being developed along an industrial canal that connects the river with Lake Pontchartrain; and on the southern shore of the lake a new and high-class residential district is to be developed by an agency of the State)

At the same time there was an expansion at the opposite extremity of the "Vieux Carré," or original settlement; but New Orleans has always grown unwillingly along the Mississippi in a down-stream direction. The most attractive parts of the newer city are those located upstream, beyond Napoleon Avenue, in the vicinity of Audubon Park. In 1884 Audubon Park was a stretch of 600 acres of waste land. There were not more than a dozen or twenty insignificant dwellings in the region around about. But largely as a consequence of the Cotton Centennial Exposition held in the park in that and the following year, population was attracted to this neighborhood. Since then its progress has been rapid. A quarter of a century ago Tulane University removed to a site overlooking Audubon Park, and more recently, Loyola University built itself a handsome home close by; with the result of further developing this part of the city.



CARONDELET STREET, THE "WALL STREET" OF NEW ORLEANS

(Almost all the buildings seen in this picture are important banks)

Drainage, Sewerage, Water Supply

One of the obstacles which long retarded the progress of New Orleans was the absence of proper drainage facilities. Forty years ago, sections of the city which are now built over with charming bungalows and villas were mere gloomy swamps. Even in the inhabited parts it was always possible to make a hole in the ground at almost any point, with the finger or a bit of stick, and watch the water rapidly fill it up. But in 1893 steps were taken to remedy this condition. It was seen that if New Orleans was to be made a healthy city it must be provided with a thoroughly modern drainage system, and with this were naturally coupled a sewerage system and a new water-supply. The task enlisted some of the ablest American engineers, and has involved an expenditure of about \$41,000,000, but has been completely successful. Excavations in the city can now be made to a depth of from 10 to 12 feet below the surface, without annoyance from water. And it may be mentioned in passing that drinking water of excellent quality is now available to

about 50,000,000 gallons daily. Units of the three systems were put in operation between 1900 and 1908, but they have naturally been constantly extended and perfected since that time.

Movement Towards Lake Pontchartrain

Thanks to these improvements, large areas within the city limits became available for settlement. There has consequently been within the last ten or fifteen years a remarkable movement of population into these regions, especially towards Lake Pontchartrain. This tendency will undoubtedly be stimulated as the paving program to which the city has just committed itself, involving an expenditure of \$4,000,000 a year, is carried out. Two million dollars a year is also to be devoted to the extension of the sewer, water and drainage system in these newer sections. Another undertaking which will unquestionably stimulate the upbuilding of now almost deserted areas along the shore of Lake Pontchartrain is the sea-wall and driveway which is being constructed there, and which will entail an outlay of \$27,000,000.

Outdoor Attractions in the City

There are a good many reasons why life in New Orleans is, on the whole, more enjoyable than it is in the average American city of approximately the same population. One of these is suggested by the preceding paragraph. Most of the city is very loosely built over. Few are the dwellings which are denied a bit of garden in front and rear, and practically none lack an abundance of air and light. The number of persons per dwelling is smaller in New Orleans than in many other cities. Of sixty-eight cities having at least 100,000 people, only sixteen averaged a smaller number per dwelling than New Orleans in the last census. In the wealthier parts of the city the size and beauty of the gardens around each home are particularly notable. Moreover, the climate is exceptionally uniform. The average annual temperature is 69.3 degrees; the lowest monthly average is 54.5 in January, and the highest 82.3 in July. These temperatures favor outdoor life, with the result that the city supports seven golf courses and has one of the largest yacht clubs in America.

The City's Foreign Trade

But let us further consider the commercial and industrial side of the city's recent



A SUGGESTION OF FINANCIAL LEADERSHIP
(The new building of the Canal Bank and Trust Company—in capital and resources, the largest bank in the South)

development. The foundation of its prosperity is now, as it has always been, commerce, especially foreign commerce. It is significant that its wealth has flowed rather from exports than from imports. Behind New Orleans lies the gigantic, funnel-shaped Mississippi Valley, producing 80 per cent. of the crops of the continent; between 70 and 90 per cent. of its chief minerals, and from 50 to 80 per cent. of its manufactured products. From the beginning of its history the products of the Mississippi Valley have found their way down the 13,000 miles of navigable streams which merge in one way or another into the Mississippi and flow with that mighty stream past the doors of the city. A century ago there was practically no other inlet or outlet for all that immense territory except New Orleans. In 1825 the exports there were valued at \$12,000,000 and the imports at \$4,000,000, which were four times the values in 1820. In 1831 the total imports and exports rose to the then highly-respectable figure of \$25,000,000; in 1834, to \$40,000,000; and in 1835, to \$53,750,000. The years from 1830 to 1860 constituted what may be called the golden period of New Orleans before the Civil War.¹ In 1843 the foreign commerce alone was valued at \$34,750,000. That was the year when the exports of cotton for the first time exceeded 1,000,000 bales. After that "cotton was king," with all the political and economic consequences which that historic phrase entailed.

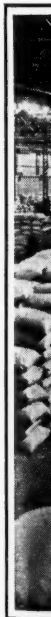
Outlet of the Mississippi Valley

Why should New Orleans not have continued to progress at the rapid rate which she attained at this epoch? Why was the city definitively outdistanced by New York? The answer is, that New York was the nearest American port to Europe, and not until very recent years has New Orleans thought of an export business with any other continent. Moreover, the building of the trans-continental railroads diverted a large part of the business of the Mississippi Valley which previously sought New Orleans. The cessation of the river trade was also a heavy blow to the city; the increasing use of waterways as a means of transportation in the last seven years has done much to restore New Orleans to its former position as the outlet of the valley to the rest of the world.

¹ These figures are taken from G. W. Cable's account of the city, published in Waring's "Social Statistics of Cities," in connection with the Census of 1880. Cable gives no authority for his statements.

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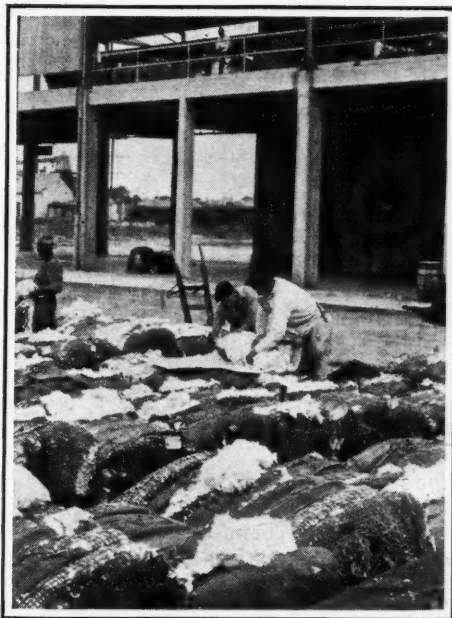


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In its palmy days the Mississippi at New Orleans was a magnificent sight, with turbid waters crowded with great, glittering, smoky river packets. In their place we have the squat, ugly, but highly efficient steel barges and puffy tugboats of the United States Government-owned Mississippi-Warrior Service, and other similar vessels.

The Central American Fruit Trade

It is a strange fact that in the hard years of the '70s and '80s, when the commercial supremacy of New Orleans was most seriously jeopardized, no one seems to have remembered that, almost at the threshold of the city, in the republics of Latin America, lies what is probably the greatest storehouse of unexploited natural wealth in the world. The discovery of the possibility of trade with these countries was reserved almost to the present time. The construction of the Panama Canal did something to stimulate interest in Central America, but probably the most potent force in that direction came from corporations like the United Fruit Company, and individuals like the Vaccaro brothers, the Machecas, Samuel Zemurray, and the Messrs. Wein-



COTTON FOR THE WORLD'S MILLS

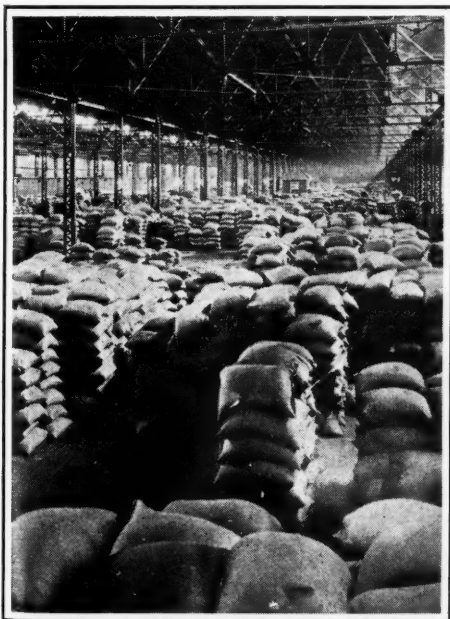
(New Orleans is the great cotton port of the old South, while Galveston handles the output of Texas and the Southwest. Through New Orleans 1,677,851 bales were exported last year)

bergers. These last named persons were among the pioneers of the fruit business, the center of which is now in New Orleans, and which brings annually to the city's wharves over 21,900,000 bunches of bananas. This, alone, is a lucrative business, but Central America has other relationships with New Orleans. Honduras, for instance, does 77 per cent. of its total foreign trade with New Orleans.

The western coast of South America is closer to New Orleans via the Panama Canal than to any other American port.

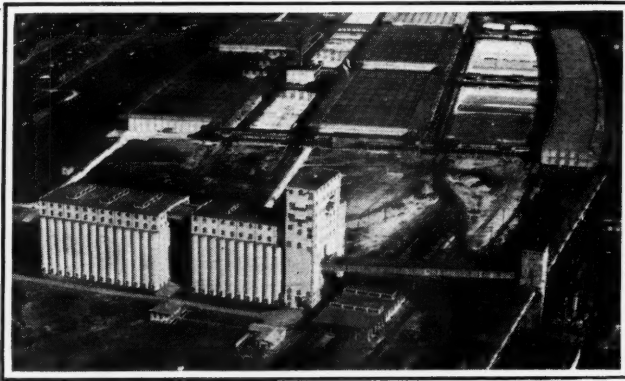
Cotton and Sugar Still the Chief Exports

Cotton and sugar are to-day, as always, the two principal items of export from New Orleans; but lumber, oil, rice and other grains, iron and steel, foodstuffs, cooperage, soap, tobacco, and paraffine are also extremely important items. The exports of cotton are fairly constant year after year. In 1911, for example, the total exported was 1,517,277 bales. In 1925 the total was 1,677,851 bales. Both the imports and the exports of sugar are important, amounting in 1925, respectively, to 1,388,954,833 pounds and 117,760,524 pounds. The magnitude of



COFFEE FROM BRAZIL

(It is said that every third cup of coffee consumed in the United States is made from imports that pass through New Orleans. Last year 342,278,421 pounds of the coffee bean entered that city)



THE STATE-OWNED GRAIN ELEVATOR AND COTTON WAREHOUSE AT NEW ORLEANS

the sugar business at New Orleans is due to the fact that in or near the city are located four very large commercial refineries which confine their operations entirely to the conversion of raw sugars, principally imports from foreign countries, into refined products.

Other Important Items

It may be of interest to summarize very briefly the other principal exports. During 1925, for instance, 16,127,404 bushels of wheat left New Orleans, accompanied by 2,111,802 barrels of wheat flour. Of cotton-seed oil cake and cake-meal over 147,000,000 pounds were exported during the same period. The exports of tobacco amounted to 108,090,061 pounds. New Orleans shipped out 116,644 barrels of rosin. The exports of lumber were, naturally, very large, aggregating no less than 286,720,000,000 board feet, not counting logs and timber, railroad ties, piling, veneers, and other miscellaneous products of the same general character. The exports of petroleum in its various forms have become within the last eight or ten years a great business of itself. Last year the shipments aggregated 776,785,293 gallons. Paraffine, refined and unrefined, was exported to the amount of over 97,800,000 pounds.

The total exports of ores, metals and manufactures of metal are likewise very impressive, including more than 100,000,000 pounds of such materials. Two significant items need but be mentioned—cast iron pipe and fittings, of which there were 13,696,201 pounds; and zinc slabs, of which there were 59,958,687 pounds, besides over 32,000 tons of zinc ore. Carbon black, a

substance of which Louisiana has recently become one of the world's principal producing centers, rose to 31,439,952 pounds. A good deal of soap of excellent quality is manufactured in New Orleans, and a large part of the 9,043,421 pounds of this material exported during 1925 was made in the city.

Imports: Coffee, Molasses, Jute, Petroleum

The value of all the exports in 1925 has been computed at \$411,689,820.

The figures for the imports are less impressive, but still highly respectable. Coffee, which within the last few years has for the first time become a notable item in the list, was represented in 1925 by 342,278,421 pounds. It is said that every third cup of this beverage consumed in the United States is brewed from coffee which has passed over the wharves at New Orleans. Molasses, too, was imported in large quantities, last year the totals reaching 136,295,347 gallons. Jute burlaps were imported to the extent of 133,768,750 pounds. The imports of crude petroleum were 456,683,420, and of gasoline 103,318,131 gallons. Dead or creosote oil was brought in up to 25,557,094 gallons, and sodium nitrate to 164,711 tons. New Orleans, as is well known, is the center of the mahogany traffic in this country. Last year it imported 33,079,000 board feet of this wood. Of sisal 82,053 tons were imported, together with 5,684 tons of manila and other materials for rope making, etc. A curious item was 149,359 pounds of raw human hair. The valuation of the total imports in 1925 has been calculated to be over \$221,000,000.

Manufacturing

The commercial expansion of New Orleans has reacted favorably upon the development of the city as an industrial center. New Orleans has never been without some claim to be such. As far back as 1880 it had over 900 industrial establishments, the products of which were valued at \$18,000,000 per annum. A few months ago, the Association of Commerce made a canvass of the city, and listed the names of 1,100 concerns, making over 840 different products.

Within the last few years the city has become the center of the wash-suit industry. It has one factory where 500,000 such suits are made every year. Here also is situated the largest cotton-seed oil refinery and the biggest sugar cane syrup canning plant in the world. The city contains large numbers of rice mills, naval store plants, oil refineries, textile mills, lumber mills, coffee-roasting plants, and bag factories. It has the largest furniture factory in the South. Within ten years it has become an important center for the manufacture of candy,

Higher Education of the City's Youth

It would leave a wrong impression if, in bringing this article to a close, nothing were said about the educational, literary and artistic activities of New Orleans. The city is not so preoccupied with gainful pursuits as to have no leisure for the cultivation of the things of the spirit. Tulane University, which is the crown and flower of the educational system, is not exclusively a local institution, but ranks with the four or five most important establishments of its sort in the South. It has an enrollment of about 2,600 students, but with adequate endowment and suitable plant could easily increase the attendance 100 per cent. In spite of many limitations, however, it has done yeoman's service in the training of teachers, a great many of those in the local public schools being its graduates. In this way Tulane is exerting a tremendous and strikingly beneficial influence upon the development of the city. This, however represents only one of many phases of its activity. Its technological and medical schools are also of great importance. Loyola University is also doing an excellent work among the Catholic youth; while the famous Ursuline school for girls is supported by a tradition of service going back over 200 years—for this is the oldest institution for the training of girls in America. The growth of the public school system in New Orleans has already been mentioned.

New Orleans in Letters, Music and Art

It is unfortunate that New Orleans had made little effort to develop itself as a publishing center. Surely the time has come when the largest city in the South can produce its own books and periodicals. New Orleans has always been the home of

writers of ability. At the present moment Sherwood Anderson, Grace King, Dorothy Dix, John McClure, Meigs Frost, Lyle Saxon, and others of importance make their residence in the city. In music New Orleans has always had a distinguished place. The fact that Dr. Giuseppe Ferrata, the celebrated composer, counts himself a citizen, would alone suffice to give importance to the community, but he is only one of a large group of able musicians who live and work here. The destruction, by fire, of the French Opera House in 1919 was a severe blow to the development of the art in New Orleans. No attempt has yet been made to restore the Opera House, but an interest in operatic music is kept alive by various professional and amateur organizations, and it is possible that an institution which was unique in its time may eventually be rebuilt. The French Opera House was probably that which gave New Orleans its best title to respect as an art center.

Allusion has already been made to the growth of the art of painting in New Orleans. The establishment of the Delgado Museum, with its small but excellent collection of modern pictures, has helped largely in that direction. The labors of N. C. Curtis, Colonel Allison Owen, Moise Goldstein, and the late C. W. Boyle, all painters of merit, have been influential in less than a generation in building up a real interest in this line of endeavor. In this connection, also, mention should be made of the Carnival, which, after having been suppressed during the world-war years, has been revived with all of its old-time artistic brilliancy.

In studying New Orleans one can not help but be struck by the symmetry of its development. Although no conscious effort has been made to coördinate different and sometimes opposed tendencies in the life of the city, it is remarkable how they have, in the end, been fused together. It is probable that among the larger communities in the South none has been so successful in solving this highly intricate problem. It will, therefore, be exceptionally interesting to see how New Orleans develops during the next quarter-century; for it gives promise of combining, better than any other American city, many qualities which are usually reckoned exclusively and admirably European, with those which are splendidly typical of America.

COTTON AT TWELVE CENTS

BY CHARLES W. HOLMAN

WITH a scowl on his face, a thin man in blue overalls walked into the little Southern bank. He was a tenant farmer who had just sold a bale of cotton for less than 11 cents a pound. In his hand was a weight slip endorsed by a local cotton buyer.

"It cost me over 17 cents a pound to grow this cotton," he growled through the teller's grate. "Now, I'd like to have \$27 to pay for the pickin' an' ginnin' an' \$10 for the family. Credit the rest on my note." And as he received his money he said: "If I could git a steady job I'd quit farmin' right now."

The state of mind of this tenant farmer is shared this fall by more than a million cotton-growing families in the South. They are sore-hearted; for the near future holds nothing but hard work to get out of debt.

A record-breaking crop of 17.9 million bales has once more brought hard times to the cotton growers. In the county-seat markets, cotton has been selling freely as low as 10 cents a pound. This means that the total crop of cotton and cotton seed will bring to the producers about one billion dollars, which is \$600,000,000 less than they received last year for a crop which was smaller by 1.7 million bales. Produced at high costs, a bale of cotton will now buy of non-argicultural commodities only 52 per cent. of what it would buy during the five years before the World War.

The growers' distress is far-reaching; it touches every business and professional interest in the South; it materially affects the landlords who live in the little towns; it extends to the industrial centers of the North and East, which for four years have been selling increasing quantities of goods in the South. For another two years, at least, all these interests will feel the pinch, since the cotton producers must live on a bare subsistence basis to pay the debts incurred in growing this year's crop.

To understand why this is true, let us look more intimately into the affairs of this tenant farmer, who represents more than 60 per cent. of the actual growers of cotton.

His condition is a little better than the average. He rents a 40-acre upland farm on the "third and fourth" share rental basis. He furnishes mules, implements, his own labor, and his own cost of living; the landlord furnishes the land and the buildings. This year the tenant planted 28 acres of cotton and 12 acres of corn. In January he had borrowed from the State bank \$250, paying 10 per cent. interest. This loan was to defray living costs during the ten months' production season. His cotton acreage produced 10 bales which at prevailing market prices gave him \$550 for the lint, and \$100 for the seed. The landlord's share amounted to \$162.50; the picking and ginning costs, \$270. His 12 acres of corn, which he harvested himself while his cotton was being picked out, produced 240 bushels, and the landlord got 80 bushels for rent. The tenant had left 160 bushels to feed two mules, one cow, and one hog which he had bought for his winter meat. In settling with the bank he found himself \$58 behind, and of course he had to have some small amount of ready money.

Plight of the Tenant Farmer

Had this man sustained any additional disaster, such as the death of a mule, and been unable to secure credit to buy another animal, he would have been sorely tempted to desert his crop in the growing stage and "try his luck" in some distant county. If a new baby had arrived or one in the family had become ill, it might be several years before doctor and druggist could be paid.

Above is a literally true picture of the effect of this year's cotton prices on the share-tenant—the man who should be the recruiting source of home-owning farmers in the South.

Even below the economic status of the share-tenant is that of the cropper—the man who furnishes only his own labor, while the landlord furnishes teams, land, and buildings, the two dividing equally the cash proceeds of the crop. A considerable number of white-men still belong in this

class, but it consists mostly of Negroes scattered through the delta and other plantation regions of the old South. These croppers, in the main, buy their supplies on credit from plantation stores owned by the landlords. This year, as usual, every cropper received his supplies on credit; but just as soon as the croppers discovered that the low prices would not enable them to pay their obligations, they began deserting their own crops by the thousands and sought labor on distant plantations as cotton pickers. The labor crisis forced landlords to make overtures to their own croppers and to pay them the competitive picking price of \$1.25 per hundred for cotton in the seed in order to salvage the crops.

Another phase of the labor crisis developed in Texas out of unusual weather conditions. A rainy summer caused the crop in South Texas to open later than usual. As a result the fields in South Texas and West Texas became white simultaneously, which threw those sections into competition for cotton-pickers who in a normal season were accustomed to move northward and westward as they picked out the crop. Cotton was slow to open in the North Texas black-lands, and when it did the farmers found very few available "hands."

The Price Drops from 18 to 12 Cents

Between September 1 and October 27, in the principal markets, cotton prices fell from 18 to less than 12 cents per pound. It is not surprising that panic should overtake the rural districts and farmers should rush their cotton to the local markets as fast as they could pick it out.

But why did a 10 per cent. larger crop bring about a 33 per cent. decline in cotton prices? The answer may lie in increased production and in a consequent increase of unused cotton that is called the "world carry-over." Here are the facts:

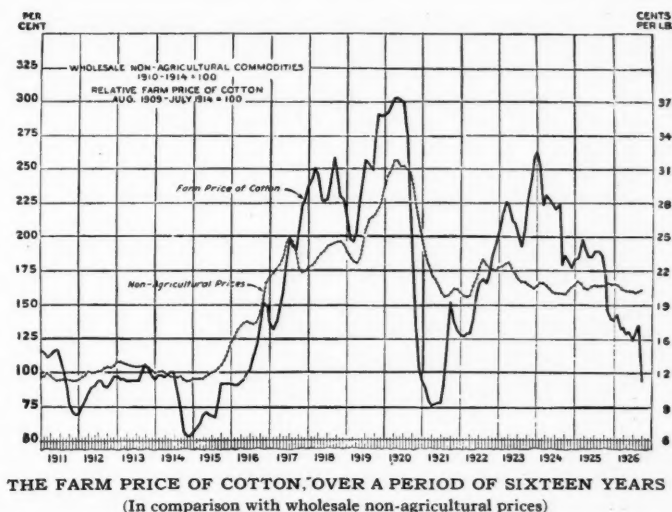
Fifteen months ago the South was in an excellent marketing position. The world carry-over of American cotton had been

whittled down from 6½ million bales on July 31, 1921, to 1½ million bales. Growers were optimistic and apparently believed that the days of low-price cotton were over. For four years they had been expanding their acreages, and they continued to do so in 1925, although the Federal Government distinctly warned them against this program. Last year from 46 million acres they picked and ginned over 16 million bales. This increased the world carry-over of American cotton to about 5½ million bales on July 31 of this year. Even then prices, although sagging, maintained a fairly remunerative level.

Results of a Record Crop

But in September everybody knew that the 47 million acres planted in cotton would produce a crop exceeding all previous records. Prices promptly tumbled, and the growers hastened the decline by rushing their cotton to market. Probably they were wise in doing so, as every bale offered brought higher prices than the succeeding one. When the low point was reached, on October 27, the cotton trade looked forward to an American carry-over next July of 8 million bales, since the greatest amount of American cotton ever taken by world spinners in a single year amounted to 15 million bales.

American cotton comprises about 60 per cent. of the total world production in normal years—although, due to its superior spinning qualities, its importance in price-making is much greater than its volume.



But the picture would not be complete without the reader realizing that cotton production in foreign countries, especially in the British Empire, has been quietly increasing each year, and the total world crop for 1926 is estimated at 27 million bales; but world consumption has also increased steadily, last year amounting to over 24 million bales.

Perhaps the farmers are to be blamed for planting 47 million acres of cotton, but they will tell you that no one could foresee the dual occurrence this year of small boll-weevil damage and ideal weather conditions.

Prompt Measures to Halt the Decline

To meet the crisis three programs are being urged. They call for (1), a two year curtailment of cotton acreage; (2), retirement from the market for eighteen months of 4 million bales of cotton; (3), expansion of the coöperative marketing agencies.

On the initiative of Governor H. L. Whitefield of Mississippi, fourteen Governors of the Cotton States sponsored a cotton conference which was held at Memphis, Tenn., October 13. This conference urged the people of the South to abandon their panicky marketing and to meet the situation in a quiet, orderly manner. A committee holding over from this conference is organizing programs in each State to bring about a minimum reduction for the next two years of 25 per cent. acreage planted to cotton. Assisting in this program are the extension services, with a county agricultural agent in practically every cotton-growing county.

The holding movement was started by Texas bankers at a conference in Dallas. About the same time President Coolidge appointed a Cotton Emergency Committee, consisting of Eugene Meyer, Jr., managing director of the War Finance Corporation; A. C. Williams of the Federal Intermediate Credit Banks; Secretary Herbert Hoover of the Department of Commerce, and Secretary William Jardine of the Department of Agriculture. The first action of this committee was to urge the reluctant spinners to enter the market and stop the disastrous price plunge. Then Mr. Meyer and Mr. Williams visited the principal financial centers of the South and arranged for the organization of nine agricultural credit corporations under the terms of the Intermediate Credits act. These corporations were formed with an aggregate capital of

\$16,000,000 and a total borrowing capacity from the Intermediate Credit Banks of ten times that amount. If they choose, these corporations may lend as high as 90 per cent. of the market value of cotton. It is generally planned for them to advance 9 cents a pound to the growers, at a rate of interest not to exceed 6 per cent. By this plan farmers, if they wish, and their creditors will allow them, may store and hold for 18 months approximately 4 million bales of cotton.

The Federal Intermediate Credit Banks have also arranged for cotton loans, mainly to coöperative associations, for amounts totaling \$35,000,000. Nearly half of this has already been advanced. These loans, however, when made to coöperative marketing associations, are limited to 75 per cent. of the market value of the cotton.

Coöperative Marketing as a Solution

Loyal members of the cotton coöperatives are doing their utmost to expand the facilities which they own. Last year the twelve State associations belonging to the American Cotton Growers' Exchange of Memphis, Tenn., marketed 1,100,000 bales, while the Staple Cotton Growers' Association of Mississippi, an independent coöperative dealing largely in long staple of the Mississippi and Yazoo deltas, handled 250,000 bales. The county newspapers are full of advertisements urging farmers to use the associations as marketing mediums, and it is believed that this year a larger amount of cotton will be handled by the coöperative group, although it is doubtful whether they will handle more than 10 per cent. of the total crop. Their program of orderly marketing is handicapped materially by the Southern credit system which forces the producers each autumn to dump about 60 per cent. of the total production.

Their program includes not only credit relief and orderly marketing but improvement of quality and balanced production. They now constitute the only group in the South that has a long-time program for the solution of cotton marketing problems.

Little can be done this year to help Southern farm incomes. Fortunately, in some parts of the South large feed and forage crops have been grown which will help the farmers tide themselves over. But next year will see a marked reduction of cotton acreage; for production follows price trends, even though it lags a year behind.

EUROPEAN EFFORTS TO COMBINE AND CONCILIATE

BY FRANK H. SIMONDS

I. The General View

LOOKING back over the year which closes with the current month, two facts stand out with great clarity. The year 1926 opened on the high note of Locarno, which represented the longest forward step in general peaceful adjustment that Europe has made since the war. All things considered there has been no retrogression. The process of adjustment, of political adjustment, continues; and on the whole it tends to expand despite certain notable exceptions. But even more impressive has been the movement toward economic readjustment, arrangement, and even combination.

Speaking very broadly, what has happened has been clear. Little by little, political and sentimental survivals of the war and post-war periods of passion have been yielding to the imperious necessities of men and of races. All economic readjustment between France and Germany, between big and little nations, whose secular hatreds had been stimulated and accentuated during the war and after, was entirely impossible until the process of cooling off and the arrival of new considerations cleared the way.

But just this has taken place during the past year, or, more exactly, this process, going on for several years, at last arrived at a decisive point. Europe has begun to think measurably in terms of a continent and indeed of a world, and not of certain limited frontier areas exclusively. Under the pressure of disaster and suffering there has developed a common appreciation of the fact that the war was not won by the Allies nor lost by the Central Powers; that, in fact, it was lost by Europe. And the question of whether the loss of the war by Europe has carried with it the permanent decline of European influence in the world, the real collapse of European supremacy,

has been brought home not alone to statesmen and pressmen but to nations and races.

To-day there is little difference between the nations which fought on opposing sides during the great conflict, in actual physical circumstances. It would be impossible, speaking economically and financially, to discover which were victor powers, which vanquished—at least so far as the great surviving nations are concerned. Territory has changed hands; there have been gains and losses; but the one supreme fact which emerges is that all Europe is poorer and less powerful than it was a dozen years ago, when it went to war.

Not only that, but it is becoming manifest to all sensible minds that the Europe which went to war cannot be restored and no dominant Europe can be recreated on the lines of 1914. If Europe is again to be divided into groups of hostile powers, separated by hatreds and conflicting ambitions, then Europe as a whole must sink back into a wholly secondary position in the world. After the universal destruction of the war, Europe is too poor to follow the old individual and nationalistic pathways of the Nineteenth Century and the first decade of the Twentieth.

It is a mistake, in my judgment, to interpret what has happened and is happening in Europe as the evidence of a moral revolution or a spiritual transformation. It is a mistake to think that in some mysterious fashion the League of Nations has brought about a new condition and a new state of mind. The essence of the change in Europe is material, not moral. The great ambitions, the great rivalries of the long and recent past are to-day beyond the purse and the resources of the nations which made the World War. The change is the realization of this fact by many peoples.

From November 11, 1918, to the Locarno meeting of last year—or, perhaps more exactly, until the issue by the German Government of the proposals which led to Locarno, proposals made in February, 1925—all the more important nations of Europe had been endeavoring to restore the conditions of 1914. Restoration meant for Germany the recovery of lost lands and power; for France, the creation of a new system of alliances which, while preserving the gains of 1919 (as Germany fashioned her Triple Alliance after 1871 to preserve her conquests of the Franco-Prussian War), would also restore the security of 1914.

But the effort has failed because it has been demonstrated that a divided Europe, while it may exist, can only exist with a shadow of its ancient grandeur and a fraction of its former prosperity. Before the World War there were great prizes to be contended for, and each rival could afford the risks and expenses of the game, or believed that it could. But the last five years have demonstrated that there is no shining prize which can reward and reimburse the victors.

Europe has come slowly but surely to perceive that it has undergone a common disaster, shares a common misfortune, and can only contemplate a common ruin if it renews the struggle of yesterday. In the last great war there were in Europe no victors; in the next, if it should come, there would be no survivors in the sense of great powers. Nationalism, however intense and passionate, has been diminished as a force everywhere by the recognition that in the triumph of any one nation there is neither profit for it nor greater loss for the conquered than for the conqueror.

There is an enormous amount of nonsense about such phrases as "the spirit of Locarno," and the "atmosphere of Thoiry." There is a great and dangerous amount of illusion, in my judgment, born of the spectacle of a pan-European gathering like the recent Geneva meeting of the Assembly of the League of Nations, and the appeal of such bursts of eloquence as that of M. Briand. And the illusion is more dangerous for Americans than all others, for the simple reason that the whole process of change which is taking place in Europe, beyond all debate, has certain real and not necessarily enchanting American prospects.

For, when all is said and done, the trend toward European economic consolidation

and its concomitant and consequent political appeasement are the direct consequences of the universal perception within Europe that as the war was lost by Europe it was won by America, and that much, very much, of the greatness which anciently and traditionally belonged to Europe has passed to the United States. It is not alone, too, that we enjoy the prosperity which formerly belonged to Europe and is not now anywhere discoverable there, but it is also that the whole situation of Europe has changed. It is no longer a dominant continent holding Asia, Africa, Australia—and even South America, in a measure—to either political subservience or financial ransom.

No! The profoundest change of all is that Europe has not only lost its own position, but has also definitely mortgaged itself to the United States. In the shape of the war debts and in the form of vast private and post-war loans, Europe has accepted a position which is at once humiliating and restrictive. Moreover, daily and hourly it sees American capital invading not alone its foreign markets but its domestic fields; it sees its factories, its mines, its monopolies, its railways passing to the control of American financial interests. Germany, for example, faces the present possibility of having to mortgage all its great railway system to American capital to find funds to free its soil of occupying armies by discharging its French and British debts.

It is a shortsighted view to hold that European sentiment toward us is at the moment born of jealousy, of envy. Doubtless envy and jealousy are there, since these are wholly human qualities; but the thing that determines all European sentiment toward the United States, and dominates it, is the fact that, in addition to our staggering prosperity at home, we are invading European worlds and more and more acquiring financial power within their own frontiers. It is not our prosperity at home which chiefly stirs Europe. Rather it is the consequent fact that we are using this prosperity, ineluctably if unconsciously, to transform Europe more and more into an American colony, into a continent of exploitation.

"We lost the war and America won it, and as a consequence of our defeat and American victory we are being reduced to a condition of subserviency, of dependence. And America is using her victory and our defeat to extend her control over us." This is the European view, and it governs all the

European attitude toward us, on debt and all other issues. We have assumed for Europe not a little of the aspect that Germany had for France and Great Britain before the war, with the difference that what seemed the German threat was found in military imperialism, while our threat is described as dollar imperialism.

Therefore the sentiment toward America is, far more than any change in spirit or in habit of mind, the underlying explanation of the rapid drift of Europe toward combination and conciliation. It is with America in mind that Europe is making its present arrangements. It is the rise of America, the almost over-night grasp of world financial and economic power, which has brought Europe face to face with the essential fact that it cannot both conduct some form of war, of political and international strife at home, and escape the ultimate dominance of the United States in Europe and in the world.

And yet, paradoxically, while Europe becomes more and more aware of its situation, and more resentful of its dependence, its necessities are such that it has steadily to extend the amount of its borrowings from us and therefore our influence over it. Thus, as among the peoples resentment and apprehension of the United States go hand in hand, officially the necessity for even humiliating subservience continues. Those who hate us most are most compelled not alone to recognize but to contribute to our expanding influence.

There, in my opinion, is the fundamental reason for the present state of Europe's mind, both toward itself and toward us. It is drawing together because it feels that only in combination can it hope to resist our invasion or ultimately regain its own. It is accepting almost incredible adjustments between thousand-year rivals, because the economic and financial necessities

have overborne political and sentimental. But for the present, while its chains irk it (or, perhaps more exactly, what it conceives to be its chains), it is conscious of the necessity to forge new links. To be free it must accept, temporarily, greater degrees of slavery.

If there were no debts, the same process and much of the same feeling would exist. Because even if there were no official and national obligations, Europe would still have to seek our private financial aid for its reconstruction, and that process would involve our acquisition of a mortgage on much of its industry. But it is the debts which supply a basis for the expression of a resentment which would be inevitable. Europe feels its material inferiority, but the debts give it the fact or the pretext of a moral issue. The issue does not cover nor exactly correspond with the real grievance, which is far wider; but it provides the convenient and adequate channel for European feeling.

In the same sense, not impossibly European combination might have been inevitable, even without the example and even more without what Europe conceives to be the threat of the United States. But our existence, our domestic organization, the expansion and development of our industrial life at home and the consequent increase in its foreign activities and successes—these serve to stimulate and even to force European consolidation.

Mr. Wilson's dream of bringing a political charter and a new moral code of international existence to Europe has failed. Europe has solidly refused to accept American principles and precepts; but at the same time it has, perforce, been brought to consider and even to imitate American economic and industrial conceptions. It is a material, not a moral, revolution that we have produced in the older Continent.

II. An Anti-American State of Mind

Because I believe this evolution in Europe is for the United States the most important single development in all our own international relations, I desire to stress the fact. What does Europe feel about us, speaking generally? And always it is essential to remember that things which come about accidentally in other nations invariably seem matters of design and purpose, while

a sense of injury or bitterness gives the color of malevolence and design easily.

So long as we remained a neutral in the war we were hated by both sides, which saw our prosperity mount as their own declined. The Allies maintained that they were shedding their blood to preserve our independence, and the Germans asserted that we were insuring their ruin by insisting upon our

right to sell to their enemies. Our policy was interpreted on both sides of the firing line as a policy of pure, or impure, commercialism; and all Europeans sneered at the idealistic phrases with which Mr. Wilson described American policy.

When we came into the war one side welcomed us with instant revision of its harsh judgments, the other saw in our action the final decision to save our profits. Germany having lost, however, and her allies promptly crumbling, the German opinion was temporarily unimportant. Our associates of the war, on their side, promptly arrived at the conclusion that we had not been brought into a war by the stupidity of an enemy of theirs, and thus accidentally involved in a conflict from which we should otherwise have abstained, but that we had come in as a full partner for war and for peace.

Despite the misleading words of many men at the moment, born of war-time emotions, and despite the grandiose and idealistic conceptions of Mr. Wilson, the United States never in reality departed from its fundamental conception that the war was for us a limited liability. While we were in it we naturally did everything to insure victory, but, in its essence, it was a European fight in which we had been involved. In a word, we saw ourselves unwillingly involved in a European war, but remained resolved not to be permanently involved in Europe.

So, after peace had been made, we went home. We reverted to our traditional conception that we had had only a limited participation. We asked no territory, no reparations, but we did insist upon the payment of our debts. Had there been a real victory, this might have aroused no resentment. Had the billions which the victorious nations talked about in the spring of 1919 been real, our debts would have represented only a modest share in the prize money. The losers might have complained, but the winners would have had no real basis for resentment.

But the billions vanished in thin air and Europe found herself one day close to ruin, victorious and vanquished states alike. Britain was plunged in industrial strife and economic difficulty; her markets were constricted; the whole world system which had given her great prosperity had been shaken, if not destroyed. Her burdens were staggering. France was in trouble, momentarily, at least as great. Belgium, Italy,

many other states were plunged in misery and despair. Germany had the Ruhr invasion and the inflation madness and agony. There was no prize money; the nominally vanquished state could not pay the costs of devastation, and what it could pay was hardly sufficient to meet the burden of debt to the United States.

Europe woke up one day to the fact that it had collectively lost a war, and that, in addition to the enormous domestic burdens, it had mortgaged itself greatly to the United States. It had surrendered its position in the world, its supremacy. It was covered with ruins. It had gone down to the edge of social disintegration and Bolshevik revolution. It had lost its position in Asia; its hold in Africa had been compromised. Rumbblings in Canada and South Africa testified to the blow the British Imperial structure had suffered. And at that moment we arrived with our bill, and our polite but firm demand for payment.

We accompanied the presentation of the bill by the fatally alarming words that no private loans would be allowed where official payments were refused. Thus, from the European point of view, we took Europe by the throat. We suddenly translated our victory into material things—our victory over all Europe.

In reality, we offered to lend Europe the money to pay us its official debts and to reconstruct its economic and financial structure, provided it acknowledged its war debts to us. This meant letting Europe mortgage to us its own industrial structure, and with the money thus obtained pay back the war debts. But Europe found itself unable to reconstruct its life without financial aid from us; and, although it believed this financial aid deprived it of its liberty, it was forced to capitulate. At least, Britain, Italy, and Belgium surrendered, while France held out.

France held out precisely because of all the European countries her situation was fundamentally the strongest. She was most nearly self-contained; she was least dependent upon foreign markets, and alone she was underpopulated. She believed it possible to reconstruct without accepting an American mortgage or paying a debt which she, like all other debtors, regarded as legally but not morally valid. She held out because, with German payments, there was more than a chance that she might establish her equilibrium.

But so far France seems to have miscalculated. At Geneva she played her last card. She agreed to a discussion of real Franco-German reconciliation—involving the evacuation of German territory, the retrocession of Eupen and Malmedy, the surrender of the Saar—provided Germany would mobilize railway securities marked by the Dawes Plan and provide her with the funds to face her own financial stabilization. Germany agreed, but all the flowers of Thoiry succumbed to the frosts of Washington, because the railway securities could only be floated in the American market and we refused to permit flotation for the benefit of a France that would not ratify its debt obligation. In a word, we vetoed the Franco-German readjustment, unless our will were to be recognized and our claims satisfied.

To the ordinary European mind that simple action meant volumes. It told Europe that it could not even make peace without American permission. It established our power and our influence upon European affairs as no other single action could have done. It was an act of great and enduring political consequences in our relations with Europe; and incidentally it gave all the Europe which saw in Franco-German adjustment the essential and inescapable first step to real European peace, the opportunity to saddle us with responsibility for preventing European peace.

I wish I could make it absolutely clear how complicated is the actual explanation of the European state of mind. It is not the simple desire to evade a debt, it is not the natural and human resentment that is evoked by the spectacle of a rich and prosperous nation. The debt is more than a troublesome fact; it is a symbol of the diminution of European power, indeed of the compromise of European liberties. Believing that it cannot be paid, that it is impossible for Europe to pay it because we decline to admit her goods or to allow her labor entrance, Europe foresees the steady growth of this mortgage by the simple process of the steady increase of private borrowings to discharge the official debt.

"We have lost our freedom," is the European conclusion. "We become permanently debt-slaves of the United States unless we can, by combination, by the abandonment of our secular parochial European disputes, eliminate political obstacles to economic development, and unless at the same time

we can by economic combinations and understandings arrive at a situation in which we are able to compete with the United States in the markets of the world. We must buy little or nothing from the United States; we must study in combination every possible method of selling largely in the American market, and we must be able successfully to challenge the United States in the open markets of the world."

Therefore, combination and conciliation in Europe, very far from being local and parochial facts, are international circumstances with international significance and with particular and peculiar meaning for the United States. It is with the United States in mind that Europe is working toward combination. Traditionally, after every European war the losers unite to restrain the victor, to save themselves from him—and we were the victor of the World War.

I do not mean to suggest that Europe is making political combinations to prepare war against us. That may come one day, but it is at the least very far in the future. The whole thing is rigidly limited now to the economic field. There is passion enough to make war possible; that should not be mistaken; but there is neither power nor any mistaking of the present absence of power. European nations are sinking ancient hatreds, not before the arrival of a new human or divine spirit of peace, but in the presence of a common danger.

We are investing money in a number of directions in Europe, but the mass of our people are utterly unconscious of the fact. Yet in Europe, as we acquire a tobacco monopoly, a railway, or a factory, Europe thinks of it in terms of a city occupied by an invader, another province lost to the enemy. I know of no conceivable fashion in which to make real to an American audience the European state of mind; yet not to sense this state of mind is to miss the entire European situation. We are financially invading Europe, we are extending our influence; and this very financial influence already enables us to say that there shall be no Franco-German adjustment unless there is first a ratification of the Franco-American debt settlement.

Yesterday, the British in the very disingenuous Balfour Note announced that they would forgive their debtors if we would also forgive them. It would have cost us \$4,000,000,000 and the British nothing; but from the continental European point of view

our refusal meant that we sought to use the debts as the foundation of our policy of invasion and conquest. Not being able to pay, Europe would give us a mortgage. Holding the mortgage, we should hold Europe in reality as completely as Napoleon. Thus Europe thought and thinks.

Therefore, in my judgment, the American looking at the present European phenomena must not be misled by superficial circumstances. Europe is making political peace and working for economic combination across frontiers, but these are by no means unconscious reactions to an American fact. These are actually if not confessedly details in the organization of Europe, not for peace but for war—not necessarily physical and military war, but economic and financial—and we, the United States, are the enemy.

To-day, all-powerful as we are, we can afford—or feel that we can afford—to ignore a European state of mind which can only express itself in words, cartoons, and occasional insults to tourists. And Europe is still only in the first stages of a combination which will be difficult to make at best. This European state of mind cannot yet express itself in national policies. Yet it seems to me profoundly dangerous not to perceive that one day we may face a Europe which has been able to unite and feels itself strong enough to speak openly as it is able to act unitedly.

In the past year I have spent nearly five months in Europe and have visited London, Paris, Berlin, Brussels, Rome, Vienna, Budapest, Berne, and Geneva. I have talked with the leading statesmen and journalists of many countries. Moreover, since it has been my custom to go to Europe annually, I have been able to contrast present with recent conditions.

In the last two visits to Europe which I have made, I have been deeply impressed by the rapid development of a European sentiment that only in the abandonment of all local rivalries can any semblance of ancient power and prestige, to say nothing of prosperity, be restored, and that this restoration can only be through the repulse and expulsion of the American invader. The perception of the need of some sort of European association, of economic alliance and political truce, grows and spreads visibly and impressively, but always the driving force is the sense of the American danger, the American rivalry. Less and less do we have

friends in Europe—that is, friendly nations and friendly groups within nations. More and more the sentiment toward us ceases to be individual or national and tends to become European, and universally and unanimously hostile.

Consider a moment what is happening, and the explanations may be a little clearer. Europe owes us \$10,000,000,000, and some \$7,000,000,000 is now funded. But Europe is not paying us on the debt accounts; it is merely borrowing money here on private accounts and returning it to the public account, giving in exchange what amounts to a mortgage on its various sources of production. Thus, while the actual debts to the United States Treasury are being very slightly reduced, the aggregate debt of Europe to America is being enormously increased. Meantime, we refuse to admit European laborers who might pay us in work, and we hold a prohibitive tariff against European goods which might balance accounts.

The effect of our insistence upon debt payments, then (since Europe cannot now pay us itself, having no gold and being unable to pay in labor, goods, or service), is to make of the debts a basis for ever-increasing financial hold upon Europe. It is as if a man, having borrowed money of a bank and not being able to meet the payments, annually discharged his obligation by giving mortgages upon his land, his furniture, everything which he possessed. Carried to its ultimate conclusion the process would end by the transfer of the entire possessions of the debtor to the creditor bank.

Now, so far, that is what is happening in the matter of the war debt. And because of this process, Europe is passionately resentful, while the mass of Americans see in the thing only the familiar grumbling of the reluctant debtor. If Europe were able to find the money to pay us annually the due debt instalment it might still grumble, but that would be of little significance. What actually arouses Europe is that being unable to find the money, because we will take only money and not goods or labor, it has each year to mortgage something more, and thus it pyramids its obligations.

If the process continues indefinitely, one day we should own all that was worth while in Europe. We should have vast mortgages upon French, German, Italian, Belgian, and Polish assets. The whole economic life of the countries would necessarily be concen-

trated on meeting the American obligations, and we should be in the position of using these payments still further to extend our holdings within European frontiers. Obviously, the process would not be permitted to go that far. Europe would repudiate or fight. But the explanation of the present European state of mind is the perception of the logical development of what is happening, and the reason for the rapidly developing policy of conciliation and combination is the determination to end this American invasion.

Europe is to-day too poor and too weak,

and too conscious of this fact, even to dream of war against the United States. But the hatred out of which war comes is all there. The bitterness, the passion, the sense of injustice, and the belief in present and future exploitation are all present. The settled conviction that we have taken advantage of Europe's past misfortunes to obtain a mortgage, and are taking advantage of her present poverty to extend the mortgage indefinitely, is general and still spreading. Finally, there is the belief that all of this is deliberate design, not the result of chance.

III. The British Imperial Conference

In the situation which is developing in Europe, the British position is rather different from that of the Continental states; and as a consequence, British policy is still vague, and the British industries have so far held aloof from the various combinations both from traditional and material reasons. But it is the posing of this problem which gives immense value to the Imperial Conference, now taking place in London. It may well be that British decision will be arrived at as a consequence of this conference of the prime ministers of the several dominions.

Of the nations which made the war, Britain on the whole suffered most—not in the war, but from its permanent consequences. The destruction of the purchasing capacity of the world and the rise of the United States as a pushful competitor in the restricted markets, together with the enormous and decisive expansion of American capital, left the British in the position of having more machines and more operators—speaking thus for all forms of mining and manufacturing—than it could provide with work. And the situation was further complicated by the collapse in continental moneys which permitted ruinous competition made by nations with low exchange.

So far, Great Britain's problem has been threefold: to restore its position by restoring the lost markets, by renewing the purchasing capacity of the world; to lower the costs of its own production both by reducing wages and increasing efficiency; and to find some form of economic combination. For the last there were three possibilities: combination with the United States; with the

Dominions, which did not exclude the former; and finally with Europe.

The first proved utterly impossible. We not only refused all forms of combination, but from the outset entered into every conceivable field of competition and insisted upon debt payment, which placed a heavy burden upon British industry, already overladen. The second solution, if it is a solution, has so far proved impossible for a variety of reasons, not the smallest of which is the steady British determination not to abandon free trade. Imperial preference would mean giving British manufactures a preference in Dominion markets, but it would have to be met by giving Dominion foodstuffs and raw materials a preference in the British markets; and this might easily mean an increase in the cost of British living and production, particularly if Russia should again become a source of cheap food.

The Imperial Conference is still in session as I write, and nothing has come from its secret sessions which suggests any economic results, although far-reaching political decisions have been hinted at. I am going to leave the discussion of these political phases until next month. But it is becoming clear that the Dominions have no willingness to surrender their own economic and industrial life to the British, and thus become industrially colonies pure and simple. Canada, for example, is building its own industrial establishment. Britain, on her side, has no willingness to commit herself to making her home markets a monopoly for Dominion foodstuffs.

The whole progress of the conference, so far as we are permitted to learn, has been in the direction of division, not unification.

By division I do not mean secession or separation, but transformation of the bond into something utterly sentimental and voluntary. The Dominions—that is, Canada, South Africa, and Ireland—are not seeking the British admission that they are free; they are not asking that they be declared free, but that they be treated as free. They visibly shrink still from the name of independence, but at the same moment they demand increasingly all the circumstances of independence. They acknowledge the King and the flag (although South Africa rejects the flag); but they demand every attribute of a free country, including that last circumstance, control of their own course in foreign affairs, freedom from responsibility or involvement in British foreign policy on its European side.

But if the Dominion solution proves as impossible as the American, if the British are unable to find a basis for economic combination with the Dominions as they have failed in the case of the United States, will they not be driven in the end to make terms with the European combination which is taking very definite form? The door is open, the invitations have been issued. All the members of the Steel Cartel, for example, hope for and even expect British participation.

As long as the British remain outside the European combination it can have only relatively serious meaning for the United States. If there are three main industrial and economic combinations—the European, the British, and the American—even the political possibilities of any European menace to us are totally limited. But can England stay outside? In my judgment the whole problem lies here and the answer is not now discoverable. It remains to be proved whether Britain can exist between a European combination on the one side and the United States on the other—with Canada, at least, almost inevitably drifting into the American orbit economically, though not politically.

The political leadership of Europe for a very long time is within the grasp of Britain. Within limits and temporarily it is actually held in London to-day. But the price is quite obviously not alone the pacts like that of Locarno, which has shaken the solidarity of the Dominions with the mother country, but also an economic association which must envisage direct and unconcealed opposition to the United States.

Hitherto Europe has been working the other way around to enlist Britain. The famous Protocol of the League, which was postponed if not prevented permanently by British rejection, was no more than an effort to establish a common European political federation with Britain within its membership. The now famous Steel Cartel, made the other day by France, Germany, Belgium, and Luxemburg, is to a degree an economic protocol, and it, too, is offered for British acceptance.

The European movement toward combination, with the United States definitely in mind, is, as I have said, perhaps the most significant post-war development, viewed from our angle, but the decisive circumstance must be the consent or refusal of the British to participate.

At the moment, British resentment at American policy is perhaps the most complete in Europe. It is not explosive, as in France; it is not passionate, as in Belgium; it is not threatening, as at times in Italy. But it is cold, reasoned, and practically universal. Along with it there is the feeling that while we have been generally hard we have been hardest to Britain; and while we have subtracted from the power and prestige of all Europe we have actually and deliberately done Britain the greatest injury.

A certain not uninfluential part of British public opinion believes that we have deliberately set out to wreck the British Empire. A much larger section believes that we are entirely unconcerned with the survival or fall of the empire, and that no consideration of sympathy or consanguinity would lead us to extend aid or alleviate burdens.

Moreover, in at least one direction Britain has contributed enormously to consolidate Continental hostility to us. The Balfour Note served to arouse throughout Europe the feeling that while Britain was ready to adopt a generous and useful policy—to forgive all debts if the United States would do likewise—we declined. Again, in giving France the promise to consent to reopening the debt discussions if Germany failed to pay reparations, the British inexpensively established a contrast to our disadvantage. Thus Britain has contributed mightily to the shaping of European feeling against us, while it has so far refrained from economic and political combinations. But I think it would be a grave mistake not to see that British feeling quite as much as Continental, even more, perhaps, is hardening against us.

OBLIGATIONS OF POWERS ASSOCIATED IN WAR

BY MAURICE LÉON

[The author of the following article has been a resident of the United States for more than thirty years. He is a member of one of the leading law firms in New York City. His purpose in this article is to show that the United States has definite obligations to France in the matter of securing payments from Germany, from which the French debt to us may be discharged.—THE EDITOR]

ONE wonders sometimes whether facts cease to be facts when they are largely ignored, or misunderstood. Here are some—perhaps the principal—essential, vital facts concerning France's war debt, all of which are largely ignored or misunderstood.

(1) On April 6, 1917, when the United States entered the war against Germany, President Wilson cabled President Poincaré a message in which he used the words, "We stand as partners." In due course, President Wilson defined the relationship of the United States to the Allies as that of an "associate," and this became the official definition of the relationship. Some people regarded it as almost disloyal to our co-belligerents that he had used that word rather than "ally." But how many of them took the trouble to understand either word? Webster's pre-war "Collegiate Dictionary" (Merriam, 1912) defines "ally" as "one united to another by treaty or league," and "associate" as "closely joined with some other, as in interest, purpose, employment or office." Manifestly, "ally" emphasizes the form of the bond, and "associate" its substance, and therefore, of the two, the latter expressed the stronger relationship so far as the whole-heartedness of our participation in the struggle was concerned. Indeed, we were closely joined with the Allies in interest and purpose.

(2) Our army first became a real factor on the Western Front in mid-July, 1918.

(3) Between April 6, 1917, and mid-July, 1918, the whole fate of the war was involved in the struggle on the Western Front, *i.e.*, on French soil. After the capture of Vimy Ridge by Allenby in an attack begun April 9, 1917, the French army was launched in an offensive of unprecedented magnitude lasting nearly six weeks, in which, at the

price of fearful losses, the Chemin des Dames Ridge was won along its eastern portion, the Germans losing 62,000 prisoners, 446 guns and 1,000 machine guns. The new front thus established saved the Allied cause from certain defeat in March, 1918, for, had they started their great offensive from the positions they held in February, 1917, the Germans, upon launching their attack of March 21, 1918, would have reached Amiens in two days, severing communication between the French and British armies, and vitally impairing the defense of the Channel and of Paris—winning the war then and there.

On December 15, 1917, the German-Soviet armistice took place and this gave the Germans preponderating power on the Western Front, where they gathered all their forces for a winning blow.

At that time the American army was like the unassembled parts of an automobile—ineffective for any practical purpose—and it was a certainty that it could not function as a fighting force for six months, while it was equally certain that the German blow would be delivered in about half that time, as soon as the weather rendered the movement possible. Allied defeat involved the alternative of American humiliation and the payment of a large sum to Germany, or continuance of the struggle single-handed at a far greater material cost.

The Promise Made by President Wilson

(4) On January 8, 1918, President Wilson addressed the Congress in joint session. His address consisted of two parts: the first, a plea to Russia not to join hands with Germany against the Western Powers; the second, an outline of America's war aims as conceived by him and set forth in his

Fourteen Points. The *Congressional Record* for that date bears witness to the fact that the only one of the Fourteen Points which elicited from the Congress in joint session a notable expression of approval, indicated by the words "prolonged applause," was the Eighth Point, in which it is stated that "all of French territory should be freed, *the invaded portions restored*," and Alsace-Lorraine returned to France. (As the President had first specified that *all* of French territory should be freed, his next statement that the invaded portions should be *restored* could only mean restoration in the generally accepted sense of *reconstruction*. It was so understood everywhere. The text as published at the time in the French press was "*les régions envahies restaurées*." (The latter word in French eliminates any other meaning.)

This threefold promise was made to France by the War President solemnly, officially, in a message which he read personally to the Congress, which demonstrated its approval by "prolonged applause" of that Eighth Point and no other of the Fourteen Points, according to its own official record of proceedings. Thereupon, the Government of the United States at its own expense cabled and furnished a complete account of these proceedings to the French press, which published it on January 10, 1918, with the Eighth Point and the demonstration it evoked in Congress emphasized in bold type and accompanied by American comments indicative of a virtual unanimity of American sentiment in support of the threefold promise thus made. This memorable publication reached virtually the entire French people, soldiers and civilians, men and women. Its purport was understood: Let France fight not only her own, but America's battle now—America would fight her own and France's battle later. But first France must save the day. If save the day she did, America would impose on Germany the terms vital to France's recovery, which were that all French territory should be freed, the invaded portions restored, and Alsace-Lorraine returned.

When the German blow came, France redoubled her sacrifices, her sons shed their blood without stint. They answered with their lives America's appeal to save the common cause without the aid of an American army a year after America had entered the war. Thanks above all to

what France did, the great German offensive failed almost in sight of victory.

Thus as to the facts; now as to their consequences.

In view of the facts can there be any question as to the United States, the "associate" of France, having solemnly promised the French people to impose on Germany the payment of sums sufficient to effect the restoration of the invaded portions of France?

What can be argued against the validity of the promise? Its terms were explicit. They were not merely uttered officially by the War President, they were greeted with "prolonged applause" by the War Congress, as the *Congressional Record* shows.

Was the Promise Binding?

On what theory could it be asserted that the promise, though undoubtedly made, was "not binding?" At that time, not only was the War President in full possession of his war powers, which necessarily included the formulation of any policies in furtherance of the war, but in this special instance, in relation to only this one of the Fourteen Points, Congress signified its emphatic approval of the statement by a demonstration noted in its own proceedings. Not until ten months later did the American people withhold the blanket endorsement of the entire Fourteen Points which President Wilson asked to be vouchsafed to him through the return of a Democratic majority in both houses of Congress—an unfortunate attempt while hostilities were still on to use patriotism in the furtherance of party politics, in the Republican view, or vice versa in the Wilsonian view.

But meanwhile, rivers of blood—mostly French blood—had flowed for the common cause and had saved it from what seemed like certain defeat. Let who will go to the French military cemeteries along the Somme and the Chemin des Dames, where so many thousands died while we prepared, and also to the tomb of the unknown soldier under the Arc de Triomphe, the silent, eternal witness of all that took place, and proclaim the following:

The promise made to France by the President of the United States in an official message on January 8, 1918, which the Congress of the United States approved with prolonged applause, is to be understood as made in a Pickwickian sense so far as concerns the enforcement of payment by Germany of the sums necessary for the restoration of the French invaded regions.

Can it be argued that the promise is "not binding" because made orally and not in a written contract? Is France to be penalized for having taken at face value the word of America given by its President at the most critical hour of the war and backed by the noteworthy demonstration of assent it evoked from Congress the moment it was uttered? Was not the very form of the promise entirely suitable for an assurance at that time by one war associate to another? The situation was unprecedented since the foundation of the Republic. Would it have furthered the common cause if France at the time had not taken our word for it unless and until signed and sealed? That was not the way the war was being conducted, thank God! Momentous decisions were being made spontaneously, orally—under the inexorable pressure of necessity. Witness the acceptance by General Pershing of subordination to General Foch as Commander-in-Chief, which placed the supreme direction of American armies under French leadership.

A Promise that Was Never Repudiated

The promise was thus undoubtedly made, backed by overwhelming Congressional and popular assent, whence it necessarily follows that in its honest fulfillment the honor of the United States has been at stake ever since. It was never repudiated—refusal to endorse the Fourteen Points as a whole did not constitute such repudiation, nor did the reservations with which a majority of the United States Senate showed itself ready to ratify the Versailles Treaty. Indeed, how could the United States repudiate its own promise and expect France to fulfill hers nevertheless?

France's Obligations in the Debt Settlement

It was in the conviction that the American promise could be relied on that the French people advanced over seven billion dollars in real value needed to restore the invaded regions, pending the receipt from Germany of the sums necessary for that purpose. The consequence of the delay which has attended German payments has been the present French financial situation, with the franc down to three cents and French national income taxed to the uttermost in the ratio of 28 per cent. to our 11 per cent. without any money being available with which to pay war debts, except a share of prospective German payments.

American participation in the Dawes Plan was more than simple altruism—it was a step in the fulfillment of a promise binding in honor upon the United States and which will be fulfilled, if a decent respect for the opinion of mankind is still thought requisite.

Repudiation of that promise would only come if Congress were to reject as inadequate French ratification of the war debt settlement because of notice by the French Parliament that payment is expressly subordinated to the receipt by France of the sums to which she is entitled under the Dawes Plan for the restoration of the invaded regions.

Should Congress thus initiate repudiation of a promise made before the whole world by one war associate to another under the circumstances recalled above, it is not difficult to perceive what might happen to the promise, fulfillment of which Congress demands.

The French promise, like our own, was made to be performed according to the principles of equity and good faith. A view has been expressed often that, under the settlement, only half of the debt is to be paid and that thereby all advances prior to the armistice are forgiven, the inference being that all that France received for the purposes of the war is waived. The facts do not bear out any such inference; besides which the very law governing the advances prevented their being made except for war purposes; and to show a 50 per cent. reduction it is necessary to apply an arbitrarily high rate of interest without taking into account the real cost of the money advanced, nor what the Treasury received in war taxes on French purchases, nor the fact that France received inflated, cheap dollars and must pay in deflated, dear dollars. Nor is any allowance made for the fact that when the debt was contracted France was able to rely on wine shipments as her chief single means of payment in America—a means which was taken away from her after the armistice.

Surely as between her and the United States, France would in any event be paying more than her just share in real wealth of the price of the common victory—if it be only realized that man power is wealth—even if forgiven the entire three billion dollars. France does not ask that, but only recognition that she is entitled to rely on reparation payments as a means necessary to enable her to pay war debts.

PHI BETA KAPPA AND ITS 150th ANNIVERSARY

BY CHARLES FRANKLIN THWING

(President of the United Chapters of Phi Beta Kappa; President Emeritus of Western Reserve University)

THE Phi Beta Kappa Fraternity celebrates its one hundred and fiftieth anniversary. The time of its foundation was the fateful year of 1776. The place was the College of William and Mary, at Williamsburg, Virginia.

Virginia was, at the time, probably the most influential of the thirteen Colonies. The industrial age had not yet begun; the agricultural prevailed. Williamsburg was the political capital, and the social and educational center. Here the House of Burgesses sat, and here, on historic occasions, Patrick Henry spoke. The College was the second established in America, in 1693, being the earliest of a small number, including Dartmouth, Amherst, and Kenyon—which, in its very name, bears evidence of its English origin.

• *What the Initials Stand for*

At that time and place, fifty young men, students of William and Mary, formed themselves into a society, bearing the name of Phi Beta Kappa. The three letters stood and still stand for three Greek words which, being translated, mean that philosophy is the guide, or pilot, of life. The word philosophy was, and still is, to be interpreted in the broadest reference. It was not metaphysics. Least of all was it psychology. It was rather a love of wisdom, than wisdom, standing for a point of view or an angle of vision—intimating that one should be a learner rather than learned. Under this name, these fifty men pledged themselves to promote literature, by which undoubtedly they meant learning, to uphold the ideals of morality, and to unite themselves into a common brotherhood. "Literature," "morality," "fraternity," were the magic words they used, words to them quite as significant as the mystic "liberty," "equality," "fraternity,"

of the new French Republic awaiting foundation a few years ahead.

Great Virginians in the Membership

Among these founders were enrolled not a few who became great forces in the subsequent history of Virginia and of the new nation: John Heath, a member of the Virginia House of Delegates, a member of Congress, and of the Executive Council of Virginia; William Short, Minister to The Hague, Commissioner to Spain; Archibald Stuart, Judge of the General Court for thirty-one years; Bushrod Washington, Associate Justice of the United States Supreme Court for thirty-one years; and John Marshall. The names form indeed a most significant list.

Twenty-five Chapters Formed in the First Century—Federation Achieved

The beginning thus made was dynamic, and has proved to be historic. For, in less than five years, similar plantings were made, sprouts of the original stock, at Yale and at Harvard; and, in 1787, a chapter was established in Dartmouth, a college of recent foundation. Throughout the next hundred years, chapters continued to be founded, but slowly. By the year 1882, only twenty-five had been organized. But, in the following year, a formal federation of chapters was made. It was made to insure the more worthy promotion of the great human and academic purposes of the original foundation.

The government of the federation, thus established, was vested in a delegate body of the chapters which was then, and now, called the Council. The Council has, in the forty years and more since its establishment, met once in every three years. The immediate control is vested in a Senate of twenty members, elected by the Council.



THE COLLEGE OF WILLIAM AND MARY, AS IT WAS WHEN THE PARENT CHAPTER OF PHI BETA KAPPA WAS ORGANIZED THERE IN 1776

The more immediate executive duties were entrusted to a President, Secretary, and other officers. After a time, headquarters were established, as they still remain, in New York. The direct duties were entrusted to a Secretary—the present office being filled most efficiently by Dr. Oscar M. Voorhees.

From 1883 to the present year, the establishment of chapters has continued with a constancy of enlargement quite unlike the slow progress of the preceding hundred years. In this time no less than eighty-two chapters have been added. The whole number is now one hundred and seven, being found in the best colleges.

Scholarship the Basis

The one prevailing and increasing purpose of Phi Beta Kappa, throughout the one hundred and fifty years, has been the promotion of scholarship among the undergraduates of American colleges. Phi Beta Kappa has made scholarship, as measured by the college faculty, the basis of election to this fraternity. Certain specific terms of the basis, as the number to be chosen from a grading class, are interpreted and decided by the officers of the individual Chapters. The proportion of undergraduates, for instance, of a single class in its senior or junior year, has never been, so far as known to me, greater than one-third. Many classes represent a smaller ratio. The percentage of high ranking students is naturally made lower in the college of large, than in the college of small, classes. A too large membership of the chapter is avoided. A jealous guardianship of the membership lists constantly prevails.

As a result, comprehensive and distinguished, the Society has come to stand for high scholarship. The lists of one hundred and fifty years bear more than seventy-five thousand names. Of this vast number, more than fifteen thousand are "starred" in the quinquennial and other catalogs. But more than fifty-five thousand represent the living members. In this number, of the dead and of the living, are enrolled many of the great men—and, in recent years, women—who have been or still are leaders and the best forces of American life. For, it can be shown that the highest scholars of the American college come to rank with the most powerful and outstanding factors and forces of our life, scholarly, political, literary. Distinction in college is a prophecy of distinction in the subsequent career.

The Honor of Membership

The old remark, that valedictorians are never heard of after leaving the commencement platform, is proved to be false. A few notable exceptions there are; but the alumni lists of the Phi Beta Kappa, lists standing for high scholarship, prove the contrary. The honor rolls of Oxford, and the tripos lists of Cambridge, confirm the American experience. This proof is a part, too, be it added, of the wider evidence given by the biographical cyclopædias of the worth of the college education. The college graduate has a far better promise of a useful and distinguished career than the one who has not gone to college. Of course it is not to be denied that a college education is not the only factor concerned in insuring a distinguished career; college

students are, before their admission, of a superior type. They are picked for and by the college because they are superior.

The recognition of the value of membership in Phi Beta Kappa, standing for scholarship, is general and high. In a college generation, when the noise and the tumult of undergraduate activities fill the academic air, it is good to be assured that the still, small voice of learning is heard, heard constantly, heard persuasively. Many a senior declares, "I prefer membership in Phi Beta Kappa to any other college honor." An election to a chapter is a prize most esteemed by thousands of students in more than a hundred colleges and universities. The right to wear the "key"—the fraternity emblem—is dearly esteemed. To those who feel obliged to denounce all students as either lazy or as preferring things of the stadium to things of the mind, or as neglectful of the fundamental purposes of the college, or as forgetful of the sacrifices which the history of every college embodies, such enthusiastic testimony for learning, for scholarship, for culture, bears a lesson of hopefulness, of reassurance and of faith in the present and in the future of the college.

The Fraternity's Value in the College

The fraternity has become an important and integral part of the American college system. Two hundred fraternities and sororities, with a thousand chapters, are found to-day in our five hundred and more colleges. Their purposes are as diverse as are the aims of the students themselves who enter college. Their influence is in some respects evil, but in most respects good. But, for better or for worse, the fraternities are here. Most college faculties and trustees recognize that the best method of dealing with them is not in attempted abolition; but that the best method lies in the elimination of evils, in sincere co-operation, and in a constant quest for improvement.

Among them all, Phi Beta Kappa stands unique. Unique it is in being the earliest in foundation, and unique, with a single exception, in being founded especially to represent and to promote scholarship. The single exception is a fraternity bearing the name of Sigma Xi. Sigma Xi was founded in the year 1886. In the forty

years since its beginning, it has greatly and worthily prospered. If Phi Beta Kappa might be said to represent the more historic liberal education, Sigma Xi is to be interpreted as standing for the education of the scientific origin, purpose, and type. Of it, it has been truly said:

Sigma Xi has certainly done good service for American universities in emphasizing the educational and cultural value of scientific training. By stamping as the primary factor in scientific pursuits the power to investigate, to advance the limits of knowledge, it has laid the emphasis on the general good and has freed itself from the self-centered tendency of some educational movements. Locally it has often taken the lead in the discussion of educational values, and while never failing to recognize the worth of research in pure science both to the individual and to the world, it has put on an equal basis the pursuit of applied science which in the hands of modern civilized nations has prolonged human life and made it in a thousand ways infinitely better worth living.¹

The Sesqui-Centennial at Williamsburg

The approach of the sesqui-centennial of Phi Beta Kappa has been marked by certain special endeavors. Chief among them is a raising of an endowment fund of \$1,000,000. Of this fund \$100,000 has been appropriated for the building of a hall, memorial to the fifty founders, at Williamsburg. The remainder of the fund is set aside, and its interest is to be devoted to meeting the expense of administration, and for specific measures for the promotion of scholarship. In this promotion, the high schools and the colleges are the special fields. It is proposed, among other methods, to emphasize the value of the best teaching. The society wishes to recognize, in ways most emphatic, the worth of the college professor.

It may be added that the formal exercises of the celebration were arranged in the place of the origin of Phi Beta Kappa in Williamsburg, and on the 27th of November. At that time the memorial building was to be dedicated, with addresses by several distinguished members of Phi Beta Kappa—among them being Henry van Dyke of Princeton, Miss Mary E. Woolley, President of Mount Holyoke College and Dr. John H. Finley of the *New York Times*, and a poem was read by John Erskine of Columbia.

¹ Sigma Xi: Quarter-Century Record and History—1886-1911. Compiled by Henry Baldwin Ward.



HERBERT JOHNSTON
(New York banker; Delta Kappa Epsilon; chm. Inter-Fraternity Conference)



WM. F. CHAMBERLIN
(Insurance executive; past president and historian, Phi Gamma Delta)



F. W. SHEPARDSON
(Chicago educator; president, Beta Theta Pi; senator, Phi Beta Kappa)



GEORGE BANTA
(Wisconsin printer; past president and historian, Phi Delta Theta)

FRATERNITIES ARE GUIDED BY GRADUATES, SUCCESSFUL MEN IN ALL WALKS OF LIFE, AND NOT BY COLLEGE STUDENTS

THE COLLEGE FRATERNITY

BY FRANK A. WAUGH

GUY PETERS was a "typical fraternity man"—plenty of friends, good clothes, an automobile, and a benevolent willingness to accommodate all comers with a good time. He was smart enough, too, so that he could get by with his courses whenever he had a mind to try.

Moreover, he was ambitious and had initiative, and his social explorations carried him not infrequently outside the radius of the usual college life. He would make an excursion into the city and would come home most enthusiastic. Indeed he was so enthusiastic that the conductor on the late trolley car sometimes had to take him out on the rear platform to cool off.

These investigations in the city were not a set part of the sociology course. They were extra, for Guy was too energetic to confine himself to the assigned work. Yet he did not communicate his discoveries to his teachers. Even the omniscient dean knew nothing about them.

But his classmates knew, and his "fraternity brothers" knew. In fact his house-mates were disgusted that anyone wearing their sacred pin should thus make himself a spectacle on the "last car over." They remonstrated with him. They locked him in his room. They used all the disciplinary measures in their manual. Guy always

repented, always promised to be good, and always broke his promise.

The faculty advisor was called in. He was an older "brother" in the same fraternity—a man highly respected by the boys and influential with them. He admonished Guy, and Guy renewed his promises. Results same as before.

Why Some Boys Leave College

So the older boys in the fraternity house met with the faculty advisor to consider what should be done next. The advisor listened. The boys said: "We have done everything we can to put Guy straight, but he won't behave. We are doing him no good, but he is doing us harm. He is giving us a bad reputation throughout the student body. We think he might as well leave college—the sooner the better."

In all of which the faculty brother fully concurred, and sought the dean.

"Why, certainly," said the dean: "I knew Peters was not doing well in college, but I have never had anything on him." (For deans will talk like that, too.) "But now that you have given me the facts, and since the boys in his own fraternity feel like that, I think I can arrange it."

So the dean and Guy Peters had a session; and the dean said, "Now, Mr. Peters,

I am in possession of facts which indicate that you are not the kind of man we want here in college. Two weeks will finish this semester and your connection with this institution. You may go wherever else you please, but I advise you to go home and go to work in your father's lumber yard."

And this time Guy Peters followed the advice given him.

Then here is another authentic case. Gene McCarty was a promising high-school athlete, and with that reputation was "rushed" by every fraternity on the campus. He condescended to accept the pin of Delta Theta—or whatever it was. At the end of his first year he was caught cribbing. The case came before the faculty discipline committee with complications. Nearly every case has complications. Some facts seemed to aggravate the offense; some considerations pointed toward exoneration. McCarty was bright and promising, and this was his first appearance before the committee. Soft hearts were about to vote in his favor, when another member of the committee spoke.

"I have not said anything thus far," he began, "because I hoped this case could be settled properly without my testimony. But now I am obliged to tell you that last night I was waited upon by a delegation from McCarty's fraternity. They told me that they knew he was guilty as charged; that they believed he was a confirmed cribber and had a yellow streak all through. They said that they did not want him in their fraternity and did not regard him as a proper man to be in college. Now I wonder

if this faculty discipline committee wants to be more lenient than McCarty's own fraternity mates, and if they are willing to condone an offense which the boys think merits dismissal from college."

That ended the McCarty case, and justice was done once more. And justice in both these cases sprang from the pride, self-respect, loyalty, and fair-mindedness of a little group of college boys in a secret fraternity.

In fact, in these two instances—both recent, genuine, and known to me personally—the deepest secrets of the secret college fraternities are revealed.

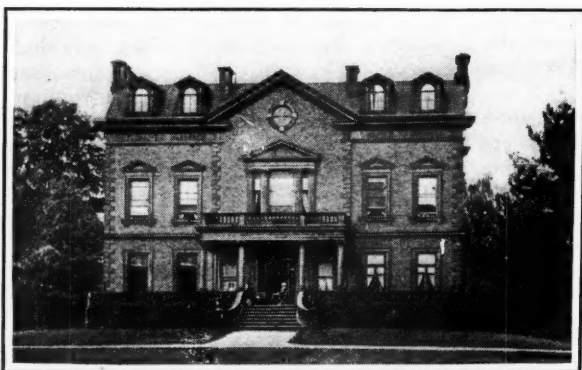
Is a "Frat" Member Better?

Let me say for myself that I have by chance been associated with men active in several different fraternities; that I have four sons who have gone through the fraternity life in college and for whose experience I have a sincere respect; that I have myself been actively connected, in a small way, for twenty years with the interior workings of one "national" fraternity. Out of this experience I think I should be able to tell what goes on inside.

Able and perfectly willing. Probably no man of this day who can read print and go to the movies is so naive as to suppose that those dark and fearsome "secrets" of the secret "Greeks" are aimed at subversion of the State, at discrediting the church, or at the disorganization of society. They do not include even a plan to rough-house the police force, defy the faculty, or steal the neighbors' apples.

The college fraternity is in reality nothing but a selected group of students. They are not quite an average group; for they have passed through a selection which is always keen, sometimes captious, sometimes intelligent. The strong competition between fraternities generally tends to raise these standards of selection, so that any particular fraternity group ought to average somewhat better than the student body from which it is picked.

Better in what respect? Not in scholarship. At least the statistics freely offered from various quarters indicate that



HOME OF THE SIGMA PHI FRATERNITY, AT WILLIAMS COLLEGE

(This is the famous old Van Rensselaer Manor house, removed for the fraternity from Albany, N. Y., to Williamstown, Mass. The original house had two wings, which were not rebuilt)

the average scholarship standing of fraternity men in this or that university is usually lower than the standing of non-fraternity men.

If those statistics are valid—and I do not care to dispute them—it must be that the pressure of selection shows even greater results elsewhere. Probably athletic statistics would show fraternity men ranking far above the non-fraternity group. One of the complaints made within the colleges, against the fraternities, is that they help to coddle and exalt the athletes. Unquestionably this is true of some chapters of some fraternities. But the fraternities did not invent the present athletic craze; they have not the responsibility of the college administration for its toleration; they do nothing more than accept a situation placed before them. And many of them do not go so far as that.

Personality a Requisite for Membership

What the fraternities really want is men with two qualifications—men friendly in social intercourse and men capable of leadership.

"When we bid a fellow for our frat," the boys say, "it means that we must live with him here in this house for four years." On this point they are usually shrewd. If a chap seems selfish, if he shows a mean streak, they assume he will be unpleasant company in the very intimate intimacies of the fraternity house where every man is free to help himself to any necktie which suits his costume and to take any dress-suit which will fit him. If a freshman is coarse and ill-mannered they know he will not wear well on close acquaintance.

But the college boys' favorite word is personality. If the freshman shows any symptoms of personality he is marked at once. If he comes to the top in his class elections, if he makes a good figure for the first dance, if he "comes out for the college paper" with evident promise, even if he is mentioned as passing highest in the entrance "exams," he is immediately listed with the desirables.

For twenty years I have listened to the



THE FRATERNITY HOUSE OF DELTA KAPPA EPSILON, AT AMHERST, MASS.

personal and frank discussions of undergraduates rushing new men. Their desires can be formulated very precisely and comprehensively, as follows:

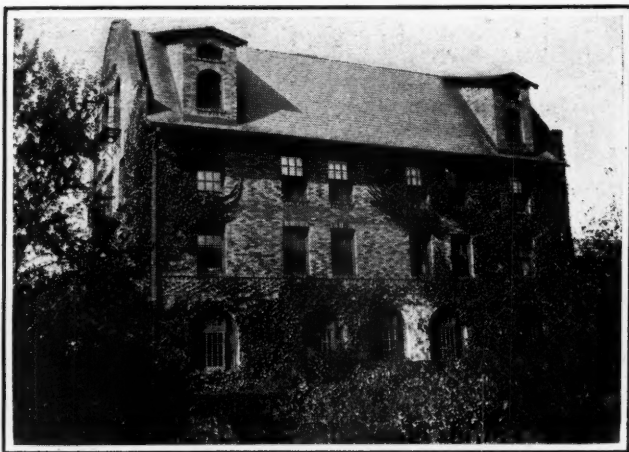
1. "We want men who have brains enough to pass their courses and stay in college. A fellow who flunks out does us no good, but he does do us some harm.
2. "We want men whom we like personally (the usual formula); we want men who will be agreeable housemates.
3. "We want men of personality and leadership—men who will stand for something in college—and whose glory, naturally, will be reflected on our chapter."

In this last demand any sort of honorable distinction counts. And if athletic leadership counts for more than scholarship, as I think it usually does, it does not exclude scholarship. At worst I am sorry, but I do not blame the boys.

What the Fraternity Does for a Student

The fraternities appear now to be pretty firmly established in college policy. They own many millions of dollars' worth of property. In housing several thousands of students each year they perform a real service which no one need question.

In this matter of housing they have taken over one of the functions formerly reserved to the college. In times gone by the college housed, fed, and policed its students. The fraternity now assumes one or all of these duties; and it is reassuring that the boys have done so well at them all. From one end of the land to the other any serious complaint against the housing,



DELTA TAU DELTA FRATERNITY, AT NORTHWESTERN UNIVERSITY, EVANSTON, ILL.

feeding, or discipline of students in fraternity houses is remarkably rare. To say that all these things are done better than they used to be done by the college officers is to put the point too mildly.

Discipline as an Instance

The outstanding fact which deserves special emphasis is that the fraternities have taken over the business of the college in matters of discipline. This is a fact and a very large fact, even though it runs contrary to a popular conception. Many of the uninitiated still believe that the dark secret of the fraternity lies in its organization to resist discipline and to subvert the rule of the college authorities. Yet the strongest and most wholesome and altogether the most efficient disciplinary force in the modern university is this same college fraternity. The two authentic cases with which I opened this discussion are typical. It would be easy to find hundreds like them.

Naturally the fraternity house is not immaculate. It is not so tidy as an old maid's parlor. It is not so quiet as a good hospital. In short, it is not an old ladies' home. On the other hand, it is not a bear-garden nor a perpetual rough-house. When a boy goes into his room and shuts the door to study, his privacy is (usually) respected. "Quiet hours" for study are prescribed and enforced by the house committee. If one brother is weak in physics he is coached by an upper-classman who is thought to be a shark in that subject. If one is found to be in danger, or is known

to be neglecting his studies, he is put in his room and kept there for hours, perhaps every night for weeks in succession. This sort of thing occurs with greatest frequency just before semester "exams."

Guiding the Freshman Member

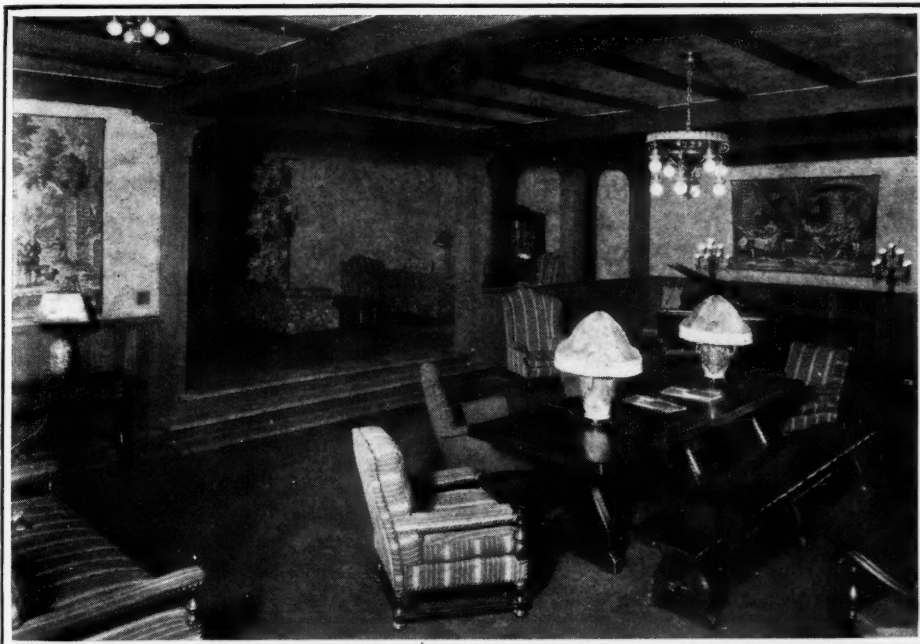
In most houses "the big-brother system," or something like it, is practiced. Each freshman is assigned to the care of a senior or a junior. To this big brother he must report weekly, sometimes daily. If any sort of trouble appears on the horizon the big brother does his best to clear it up. If the freshman begins to run low in his studies he is promptly put on probation. He cannot go to the movies, nor be out of his room after eight o'clock, nor have a date, nor take any liberties without specific permission of his big brother. And as a rule big brothers are much more strict than the dean.

Remembering how the freshman looks up to the senior—almost worships him—it is easy to see that such an influence may be both cogent and salutary. And it is easy to see, too, that the exercise of such responsibility usually has a highly beneficial reaction upon the upper-classman.

Alumni Oversight

A good deal of what is best in present practice came down from the alumni. These older men, after getting out of college, long ago discovered that the fraternity could not long exist if it proved injurious to the interests of its student members or inimical to college government. The prosperity of the fraternity was wholly bound up in the interests of the college. So these older men, hundreds of them in all the stronger fraternities, set themselves the task of bringing fraternity policy into harmony with college policy.

Their labors have yielded a large measure of success; and it is worth remarking that the substantial gains thus far made have come from the efforts of fraternity men, not of college officers. All the time the official attitude of the colleges has been



THE COLLEGE FRATERNITY ASSUMES THE TASK OF HOUSING, FEEDING, AND DISCIPLINING ITS MEMBERS. THIS IS THE "LOUNGE" OF ALPHA SIGMA PHI, AT CORNELL UNIVERSITY, ITHACA, N. Y.

negative—unless it has occasionally been hostile or meddlesome.

The fraternity which I know best has nearly 100 chapters in as many colleges and universities in all parts of the United States and one in Canada. It has at all times between 2,500 and 3,000 student members in college. The business, social, and scholastic affairs of these undergraduates are constantly supervised—sometimes well, sometimes slackly—by a large corps of graduates. Some of these alumni are men of large affairs, well known in business and the professions. Taken altogether, their influence is a most considerable factor in shaping the fraternity to the service of the undergraduates.

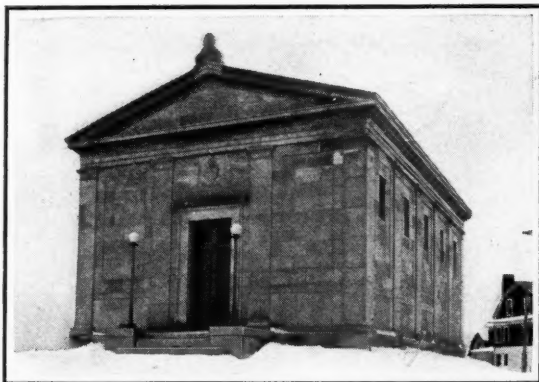
For example, this particular fraternity takes great pride in its scholarship commissioner. That functionary secures, as fully and promptly as possible, from the registrars of nearly 100 colleges, every mark of every undergraduate every term. These figures are carefully collated, minutely compared, and amply reported. Every chapter is told, in firm accents, right where it stands scholastically. If individual members are remiss they are pointed out by name and the officers of the chapter

are advised to get after them. If an entire chapter seems lax an inspector is sent to put them on their feet. In several instances chapters have had their charters temporarily withdrawn for low scholarship.

For the Building of Character

In view of facts like these, it is hardly fair to say that the fraternities care nothing about scholarship. And while, like any fraternity man, I would cheerfully admit that no other fraternity works on so high a plane as my own, still I happen to know that many other fraternities are doing very much the same thing.

For twenty years I have attended somewhat regularly the weekly meetings of one representative fraternity chapter, not much better probably, nor much worse, than the average. In that time, in all the thousands of discussions, I have never heard an appeal offered to a low motive, much less urged. I have never heard the college administration questioned, even when I thought it was far from right. On the contrary, I have heard every question argued, not always wisely, indeed, but always upon predication of the highest motives. Frank avowals of manly ideals



BETA TEMPLE, AT ST. LAWRENCE UNIVERSITY,
CANTON, N. Y.

(Erected last winter for Beta Theta Pi fraternity, in memory of two sons of Mrs. Anna Abbott and the son of Mr. and Mrs. Owen D. Young. The walls are of Indiana limestone, the roof is of lead, and the whole structure appears destined to endure for ages)

have been common, such as no student would think of mentioning in a classroom.

This, I think, ought to be reassuring to some worried parents. There are a good many homes where the news that the hopeful scion has "pledged" brings something like consternation. Mother fears that her darling boy has now tied himself to organized misbehavior—that he is entering on a career of dissipation and vice. Father fears that his son is committing himself to distractions and extravagances which the family character and exchequer cannot afford. If they really knew the facts they would probably find that Henry was actually putting himself into the strongest restraints of college life and fastening to the most powerful forces within his reach for the building of sound character.

Influence of Older Students

I wish I might give to doubters and those who worry a literal report of an address I heard delivered a few months ago to a group of neophytes by an upper-classman. This freshman delegation had just come in from the pledging ordeal. They were being given their first instructions by a senior who was also a football hero. While I cannot reproduce the naive eloquence of the speaker, nor the colorful atmosphere surrounding the scene, I can quote the speech with substantial accuracy.

You fellows have put on the pledge pin of Zeta-Zeta" [he said]. You probably think this is the best frat in college or you wouldn't be here. But let me tell you we older fellows think a lot more of it than you do, and we don't mean to let you bring any dishonor on it.

Now the first thing you fellows have got to do is to hit the books. If you don't pass you can't be initiated and you will never wear the frat pin. And anyway we don't want to initiate any man who hasn't got the stuff to stay with us for four years.

The rules governing freshmen have been made milder this year; but you needn't think this gives you any license to start anything. For if any freshmen go to getting too fresh on the campus there will surely be trouble. And if any trouble should start we don't want any member of this delegation to be found within ten miles of the spot.

We expect every man to be courteous to his "profs," to salute the members of the college senate and obey all the rules.

Some students on this campus think it is smart to guy the girls—to drop cheap remarks for the women students to hear. Don't you ever do it: being impolite to women is no mark of a gentleman, and if any of you don't want to be gentlemen the sooner you turn in your pledge pins and leave this house the better for all of us.

Consider for a brief moment what this signifies. Not one of those freshmen would use a pennyworth of advice from his pastor at home. The prayers of father and mother, uttered with tears, would be cheerfully disregarded, since father and mother don't know how it is in college. But to these admonitions, given by a deified senior—a football idol and a leader in their pledged fraternity—they would never dare to breathe the faintest whisper of dissent



CHI PHI HOUSE, AT THE UNIVERSITY OF CALIFORNIA

(There are sixty-five fraternities and clubs maintaining houses for men on the campus of the University, and almost as many more for women. The Chi Phi fraternity ranks highest in scholarship among the twelve oldest houses at Berkeley; it was founded there in 1875)

LEADING ARTICLES OF THE MONTH

China's New Strong Man: Leader of the Cantonese Revolutionists

ALTHOUGH Sun Yat-sen died many months ago, the Chinese democratic movement of which he was the head, known as the Kuomintang, has made a greater advance during the past half-year than it ever did during the lifetime of President Sun. Chiang Kai-shek, the leader of the Cantonese armies, has led his troops northward a thousand miles across mountain passes, defeated Wu Pei-fu and captured the industrial cities, Hankow and Wuchang. This makes him virtually master of half of China. Lewis S. Gannett, writing in the *New York Times* for November 14, declares that in all Chinese history there is no parallel of this amazing series of sudden victories.

In Mr. Gannett's opinion, the most extraordinary thing about this new Chinese military leader is that he declines to accept the successes as merely personal victories. It is all the work of his Kuomintang Army. Mr. Gannett found the general occupying modest quarters in Canton and wearing an officer's uniform which was without distinguishing marks of rank.

Most of the time he sat erect, his folded hands on the table before him. There was no bombast about him, hardly any gesture, but he had a quiet dignity, and—a quality rare in Chinese, rare enough anywhere—he smiled as he spoke. A tall, slight man under forty, there was nothing in his appearance to mark him as a leader of men; his high forehead, which seemed higher because of his close-cropped head, his delicate features and small-boned hands seemed rather to indicate the scholar-type.

It was learned after inquiry that Chiang Kai-shek was born in Chekiang Province, educated at Paotingfu Military Academy and in Japan, and that he had been associated with the Sun Yat-sen revolution since the beginning in 1913. During the ten years which he served as a minor officer he won his chief reputation through a fortu-

nate venture in speculative exchange which, according to the stories told at the time, netted him a million dollars. All of this he turned over to Dr. Sen. Then he was appointed head of the Whampoa Military Academy, across the river from Canton. This institution received the aid of Russian military experts.

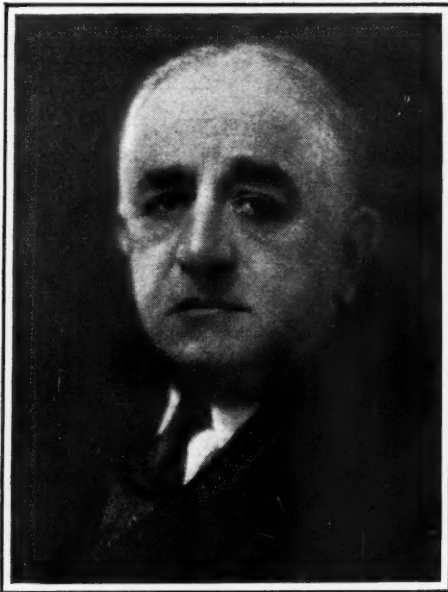
Chiang Kai-shek's name first floated into familiarity in the treaty ports of the North last year when he routed Chiang Ching-ming, who had long held the northern half of Canton Province, and forced him to flee on a warship. While in the North he discovered a conspiracy in his capital. His little force abandoned the cities they had just won, turned homeward and routed the mercenaries who had taken possession of Canton in their absence, then retraced their steps and in another brilliant campaign defeated Chiang Ching-ming a second time, storming Waichow, a walled and fortified city which had never been captured by storm since the T'ang Dynasty, a thousand years before.

Chiang's Dare-to-Die Corps dashed single file through a narrow opening in the face of machine-gun fire, leaving hundreds behind but capturing the town. Military science in China is a game like chess, and the players usually obey the rules; Chiang defied the rules, outraging his adversaries but winning the day. Some give the credit to his Russian advisers.

Mr. Gannett had a talk with General Chiang Kai-shek in February last, and at that time the commander made predictions of military movements which have been more than realized since.

There was no questioning the sincerity and intensity of the man as a Chinese patriot. But can he work with other men? Is he really a party man, a coöperator, or just another personal dictator? Strong men have risen and fallen interminably in China since the revolution. Will Chiang go the way of the rest, or is he a strong man come to stay—a man who understands how to work with a national party and move from military dictatorship toward a measure of democracy? I do not know; but his prophecies of military successes, which seemed so swollen last winter, have proved uncannily accurate.

Portrait of a Great Newspaper Publisher



MR. ADOLPH S. OCHS

"THE Man Behind the 'Times'" is the title of an article in the *Atlantic Monthly* for December by Benjamin Stolberg. For the benefit of such readers as may not at once complete the identification, we hasten to explain that the word "Times" in the title refers to the New York newspaper of that name. Its managing owner, Adolph S. Ochs, is the subject of Mr. Stolberg's character sketch. In August last Mr. Ochs celebrated the thirtieth anniversary of his ownership of the New York *Times*, making on his editorial page the following among other observations:

When [the *Times*] passed into the ownership and control of the present management [its] daily circulation . . . had dropped to 9000. The regular employees numbered 300, and the annual gross income was \$500,000. At the present time the New York *Times* has an average daily circulation of 370,000 and 625,000 on Sunday; has over 3,000 regular employees, and has an annual gross income of about \$25,000,000.

Mr. Ochs was born in 1858, in Cincinnati. His father, Julius Ochs, came to this country from Bavaria in 1846. He was one of the first refugees of the revolutionary movement which broke out two years later. When the Civil War was declared he joined

the Union Army. His wife, Bertha Levy Ochs, on the other hand, had grown up in the traditions of the South and being conservative by nature, she found herself sympathizing ardently with the Confederacy. From Cincinnati she would send quinine to the Confederate troops.

The Ochs family settled at Knoxville, Tennessee, at the end of the war and there young Adolph grew up, beginning his business career by delivering newspapers for the Knoxville *Chronicle* at four o'clock in the morning. At the age of fifteen he rose to printer's devil. Two years later he was a practical printer on the Louisville *Courier-Journal*. Then he returned to Knoxville as a compositor on the *Daily Tribune*. At nineteen he was manager of the Chattanooga *Daily Dispatch*. In 1878 the *Dispatch* failed and Mr. Ochs became the receiver. He liquidated its debts and consolidated it with the Chattanooga *Times*, of which he gained control with two hundred and fifty dollars, borrowed money. It may be noted that Mr. Ochs still owns the Chattanooga *Times*.

The story of the New York *Times* under Mr. Ochs is told by Mr. Stolberg as follows:

In the spring of 1896 he came to New York in response to a wire from a friend who was unofficially authorized to offer him the management of the New York *Mercury*, which somewhat resembled the present-day *Morning Telegraph*. Mr. Ochs was but mildly interested. And while he hesitated Henry Alloway, the Wall Street reporter of the New York *Times*, informed him that the *Times* could be purchased, as it was in extreme financial difficulties. Mr. Ochs became interested, and after a few weeks of negotiation he acquired the newspaper by a contract that gave him the controlling interest when he had for three consecutive years earned its expenses. The series of financial transactions which he maneuvered for the control of the reorganized company was so skilful that all he ever had to invest for his majority interest was \$75,000.

On August 18, 1896, he took charge. The old staff was kept on. Mr. Ochs religiously lived up to his ideas of news. In two years he was nearly "broke." His friends advised him to raise the price of the paper from three cents to five. Then he took a desperate chance, which was a stroke of genius. He cut the price to one cent. Circulation went up, advertising came in. In 1900 the *Times* evenly turned the corner of the century. In 1901-02 it made \$153,000.

Mr. Stolberg aptly characterizes the *Times* under its present management as "the best commercial photographer of the world's happenings."

Greece Makes a New Start

THE recent election in Greece, resulting in a distinct Republican majority, should mean that the present self-appointed premier, General Kondyles, will carry out his promise to turn over the reins of power to a democratically elected government. Should this come peacefully to pass, the Grecian situation will seem to be better than at any time since the proclamation of the Republic in 1924.

A clear review of the situation is given by Dr. William Miller in the *London Contemporary Review* for November. In less than three years, we are reminded, the Republic has had six Prime Ministers, has witnessed the rise and fall of a military dictatorship, and a street riot in Athens of a severity unknown even to that sanguinary country since the revolution of 1863.

It is with the dramatic fall of General Pangalos, the situation of the country at the time of his fall, and the nature of the new rule, that this article concerns itself. The omnipotence of General Pangalos was always more apparent than real, we are told, as it is well known that he was always the prisoner of changing army groups. His sudden over-throw on August 22 is therefore merely a signal that a man strong enough to overthrow him had appeared. There was no popular support behind him: the Greek people is weary of political strife; it wants to be left in peace. Nor was there a large organized force loyal to the dictator. His own Republican Guard raised no objection to his deposition. So General Pangalos, with his lack of decision, his natural astuteness, his suspiciousness, went his way to prison, and General Kondyles, "Cromwell," took his place—with a difference.

Rather than attempting, as did Pangalos, to hold both positions, Kondyles's first step was to recall Admiral Koundouriotes to the Presidency of the Republic. It was an excellent one, for the Admiral inspires confidence at home and abroad. His Minister of Foreign Affairs, M. Argyropoulos, is also a diplomat of experience. Kondyles did not gratify the wish of the people upon the fall of Pangalos for a coalition government, and perhaps wisely, for the Greeks are not good at team work. He insisted upon remaining Premier until after the November elections, when he promised to retire from politics in favor of a fairly elected



PREMIER KONDYLES OF GREECE

government. Kondyles also upheld the New Constitution, which provided, for the first time since 1862, for a Senate (of 150 members) which, together with the Chamber, will, as in France, elect the President. Although this Constitution was drawn up during the time of Pangalos, he was never elected to his position by it. A direct popular election, with rules drawn up by Pangalos himself, ratified the position he usurped via a *pronunciamiento*.

The riot of September 9th was caused by the uncertainty over the outcome of the recent election, for the Royalist party, in spite of its wiser leaders who recommended no action, had supporters and agitators. As a matter of fact, as a result of the elections the Royalist party will be strongly represented in the government, and Metaxas is spoken of for War Minister.

According to Dr. Miller, the country needs, of course, stability of government, longer terms in office, with opportunity to gain experience in administration. The newly elected parliament faces the universal European problem of the day, multiplicity of parties. The importance to Greece of return to stable government and normal conditions cannot be overestimated.

What Really Happened at Jutland

TEN years ago last May occurred one of the greatest naval engagements in all history. The German High Sea Fleet, cruising in the North Sea, was discovered by a larger and faster unit of the British Grand Fleet. At that time the British admitted the loss of six large cruisers and eight destroyers. The Germans admitted the loss of one battle cruiser, one battleship, four light cruisers, and five destroyers. Ignoring the smaller vessels, the British lost six capital ships and the Germans only two. The British commander, in good faith, claimed a much longer list of enemy losses, but the German report proves to have been complete.

An English naval critic, Hector C. Bywater, writing in the *Atlantic Monthly*, offers some notes and observations on this Battle of Jutland. Even now, he declares, the published accounts are vague and conflicting. "When the advancement of naval science renders all existing tactical methods obsolete, and when personal reputations have no longer to be considered, the whole truth may be revealed."

The British fleet mounted a total of 344 heavy guns, the Germans 244. Two hundred of the British guns were larger than the heaviest one the Germans had. In aggregate weight the British preponderance was at least two to one. But Admiral

Beatty dashed into the fight without waiting for his slower battleships, fearing that the Germans might escape. His ships were faster than those of the enemy, and his guns of longer range; so he might have chosen his own distance. At 19,000 yards he could have bombarded the Germans without reply. Instead he closed in to 14,000 yards, or eight miles. Within fifteen minutes the *Indefatigable* was hit and blew up, then the *Queen Mary*, while the German fleet had scarcely been touched. That the remainder of the British fleet "raced past with undiminished speed . . . was a triumph of morale and discipline, but it should not blind us." Later the *Invincible* and *Defense* also exploded suddenly, the *Black Prince* caught fire and blew up, and the *Warrior* was abandoned. When Admiral Jellicoe arrived with the main British Battle Fleet, two of Admiral Beatty's best ships had been sunk.

The Germans, it appears, as the result of an incident of a previous engagement, had perfected a method of protecting powder charges from ignition in the event of a flash reaching the magazine. In the Jutland action at least three German ships received hits precisely similar to those which proved fatal to the British battle cruisers.

Besides this advantage, however, Mr. Bywater believes it impossible to resist the conclusion that German shooting was superior to the British in the first stage of the battle. German shells, also, in spite of their comparatively light weight, proved infinitely more destructive than heavier British projectiles. "It is notorious that the British shells were defective in penetration and disruptive power." Sir Cecil Lambert, of the British Admiralty, said that "ship for ship, gun for gun, engine for engine, there was a higher standard of efficiency in the German fleet."

In addition to other differences between the opposing fleets, the Germans used effectively the principle of "bunching" their salvos, while the British sought to enlarge the danger zone by "spreading" theirs. When the German aim was true—as it so often was—all four projectiles of a salvo landed on the target at once.

Notwithstanding the fine performance of the German fleet, it never again offered battle during the remainder of the war.



"FULL SPEED AHEAD" FOR THE BRITISH BATTLE FLEET

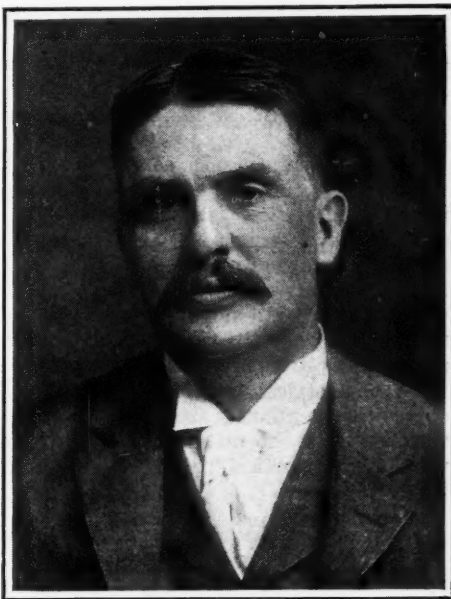
"Tom Brown," the Convicts' Friend

VERY few of the men interested in prison reform have themselves been voluntary inmates of the institutions whose methods they have sought to correct. Thomas Mott Osborne, who died recently at Auburn, N. Y., did just that. As "Tom Brown" he entered Auburn Prison, lived in it for a week, ate the same kind of food as all the prisoners ate, slept in the same kind of cell, wove baskets and shoveled coal, and sent and received notes by the "underground" system. A man of wealth and culture, Mr. Osborne had read Donald Lowrie's "My Life in Prison," had become tremendously interested in prison administration, and when he was appointed chairman of a New York State prison commission by Governor Sulzer he determined to see something of the convicts' life from inside the walls.

Winthrop D. Lane, writing in the *Nation* (New York) for November 10, recalls "Tom Brown's" experience in "hell," the solitary hole to which he was sentenced for refusal to work, and his talks with Jack Murphy, a convict. From those conversations came the idea of the Mutual Welfare League.

To Mr. Osborne self-government was a means of making prisoners better; it was a therapeutic agent. It was not a concession to imagined rights of prisoners, as some people thought; that would have been ridiculous. It was a way of preparing prisoners for a return to society. Mr. Osborne looked at the old autocratic prison system and said: "That system kills initiative, the power of choice, ability to render judgments, every faculty needed by a man in the world outside. Why is it sensible to prepare people for a return to society by holding them for three years, five years, sometimes ten and fifteen years, in an environment as unlike that of society as possible?" To him, self-government was a means of training people in the art of living in concert. It was the setting up of a miniature world in which relationships became spontaneous, acts normal, and men were allowed to control their own lives with as much freedom as was possible in a prison in which they had to be confined.

The Sing Sing Prison into which Mr. Osborne, as warden in 1914, introduced this plan was an extraordinary institution. It was old, unhealthful, disease-ridden, lacking in accommodations. It was the most famous prison in the Western Hemisphere, receiving among others the most confirmed type of offenders from New York City and elsewhere. It was the prison which almost anybody would have picked out as least auspicious for such an undertaking. Mr. Osborne walked in with a courage born of confidence and zeal. He established his plan of inmate self-government. Almost overnight changes were apparent. Fights between prisoners,



THOMAS MOTT OSBORNE

that barometer of prison influence and atmosphere, decreased. Men went out with heads erect and shoulders straight. Work was done more cheerfully; a new spirit pervaded the place. Tony Marino, Bowery bad man, escaped, and, standing ready to catch a train with money in his pockets, listened to the pleas of former prisoners to return and "save the name of the League"; he returned, alone, knowing that two years would be added to his sentence.

As warden of Sing Sing, Mr. Osborne did not stop with the introduction of self-government. He exposed contractors who had long been grafting on the State. Thus he made enemies and was even indicted by a Westchester County Grand Jury for perjury and neglect of duty; but the trial judge threw the charges out as too flimsy to merit consideration.

Only a few days before his own death, Mr. Herbert S. Carpenter, of Westchester County, wrote to the *New York Times* about Mr. Osborne's life at Sing Sing. Here is one incident that he recalled:

I shall never forget a Christmas that I spent at Sing Sing. Frank Tannenbaum was the other guest. After dinner we went up to the chapel, and Osborne at the piano, with a violinist, held his audience spellbound for two hours while he interpreted and explained the most classical music to 600 roughnecks.

Latest Styles in Radio

ALONG with news about Christmas books and the like, it seems fitting that we should retail to our readers news of the latest radio improvements as it appears in the November *Scientific American* (New York).

The set operating in connection with the house-lighting mains, thereby dispensing with batteries, will lead as the outstanding development of the season, we are told. There are already a variety of these batteryless sets on the market. Persons with battery operated receivers will find the new combination "B" eliminator and power amplifier improves tone quality and volume.

The batteryless receiver and the "B" eliminator mentioned above are both devised especially to do away with the hum which results particularly from an alternating current.

A new instrument known as the "Transifier" was

introduced to radio fans this fall. It furnishes either two, four or six-volt filament-current supply for operating multi-tube sets consuming not more than $2\frac{1}{4}$ amperes. A built-in automatic switch controls both "A" and "B" power units when the receiver is in use. The cost of operation is estimated to be approximately one-half cent per hour.

There is also a "B" Transifier which operates directly from the light socket, eliminating both "B" and "C" batteries. It supplies current up to 60 milliamperes at 45, $67\frac{1}{2}$, 90 and 150 volts and also 4 and 12-volt "C" battery current. This device will operate with sets equipped with ten tubes or less. A single control adapts the output to the proper current requirements.

The "B" Transifier is also built in a smaller model designed to supply the plate voltage for sets using six tubes or less. The maximum output is 100 volts and it is estimated that the cost of operation is less than one-tenth of a cent per hour.

"Silite" electrodes are another new feature this season. They are metallic-glass rectifying elements, based upon the rectifying property of silicon, or sand. They are said to give a higher charging rate than most electrodes. Silite makes possible the conversion of "A" batteries into "A" power units.

A Note on the Nature of Hurricanes

IN Dr. Edwin E. Slosson's department of the November *Scientific Monthly* (New York) the occurrence of severe tropical hurricanes around the Caribbean Sea, one of which swept the Florida coast,

is said to have established a new Weather Bureau record. Although unable to prevent the millions of dollars worth of damage done by the storm, it was not a surprise to the Weather Bureau officials, who had been observing the progress of the hurricane since the fourteenth of September. The origin of the storm was off the West Coast of Africa, near the Cape Verde Islands, a favorite breeding place for hurricanes. The Miami storm began about September 18, the mass of whirling air traveling at the rate of about 125 miles an hour by the time it reached Florida. The calm spot, called the eye of the storm, was about forty miles across, and passed directly over Miami.

According to Dr. W. J. Humphreys, of the U. S. Weather Bureau, hurricanes always originate in the doldrums, a region about 10 to 20 degrees from the equator, characterized by relatively calm air. Above the equator, storms whirl in a counter clockwise direction, below it in a clockwise direction. The exact cause of the whirls is unknown, but it is certainly not due to two winds in opposite directions coming together, as this could never account for its great velocity. An ascending current of air at the center of the whirl causes torrential rains.



A BAD YEAR

From the *Post-Intelligencer* (Seattle)

Education for Credulity

FAULT in our system of education is responsible for the deplorable state of credulity and prejudice which governs our adult actions, says Dr. Joseph V. Collins in the *Educational Review* (New York) for November. Most of us accept fake views, adopt silly fads, swallow absurd nostrums, make unsafe investments, and vote by prejudice. Although the campaign against patent medicines and the like should have effected a permanent cure against all such things, we find the nation giving three billion dollars in one year to bucket-shop operators, forgers and financial wizards.

The causes of this credulity are undoubtedly faults of education, continues Dr. Collins. "All through our earlier years our education is for *information* . . . the teacher hands our knowledge *ex cathedra*, and teachers and pupils alike accept what the text-books say as if their authors were inspired." Perhaps this is as it should be in the earliest years, but a time should come when things happen differently, he continues. It should come very early indeed, about some things. Dr. Collins hints that the English as opposed to the metric system

would be one of the first things to go if we questioned. Instill information of course, but not at the expense of the reasoning power, the author pleads. Pupils must not only be presented with conflicting views of history, literature, politics, art, science, religion, and even morals, but they must somehow be trained to analyze apparent contradictions and harmonize them into a consistent whole. The elements of logic can be taught as soon as the elements of science or mathematics. For simplification and coherence of the school curriculum, President Eliot of Harvard made a last plea shortly before his death.

Graduates of our schools, colleges, and universities, to say nothing of other people, are seldom well equipped to cope with and clear up the thousand and one puzzling problems that rise for settlement all the time in the highly varied phases of our modern existence. But our civilization and the future of the race depend on their being settled right. While there is much progress in our modern life, especially as regards the comforts and conveniences of our physical well being, we can see dangers ahead lurking on almost every hand. Life is vastly more complex than it was only a very few years ago. In this new world, education for credulity misses the mark, and risks the whole. Education for understanding must supplant education for credulity

Lawlessness as an American Tradition

THE credit of authority has dwindled to such a point that headlines herald the concern expressed by every shade of responsible opinion," writes Mr. James M. Holzman in the distinguished *South Atlantic Quarterly* (Durham, North Carolina). "Yet these destructive tendencies, so far from being new, have been constantly gaining momentum throughout the whole course of her history," he rather startlingly continues. Beginning with our Revolution, practically every important step in our national life has been founded upon successful disregard of law. As a nation we now have a sentimental tenderness for violence, the result of changing centers of lawlessness each appealing powerfully to the imagination of the people.

"With unquenchable optimism," the author proceeds, we coin the term "crime-wave," implying a temporary condition only. Some of the methods of law enforce-

ment are themselves "far better evidence of an atrophy of the legal sense" than the evils they propose to counteract.

One influence giving rise to this state was the disorder which accompanied the winning of the west, and was looked upon as fleeting. Another is to be found in the "solid" South, with extraordinary sectional privileges, educationally backward, which was never meant to become the leading national influence it is. The Civil War itself had little to do with it. It is well-known that frank belligerency can be far less harmful to the law-abiding instinct than legal violence perpetrated under supposedly tranquil government. Since the war, the South has gone about salvaging as much of her old régime as possible, by organizations such as the Ku Klux Klan, and by tortuously devised State laws:

The essential point is that, rightly or wrongly, the most respectable classes of a most important section

of the United States have been for a generation engaged in a hereditary conspiracy to flout both Common Law and Constitution by every means which boasted violence and degenerate legislation can suggest . . . Northern resentment lapsed into acquiescence, and acquiescence finally changed to admiration . . . we succumbed to the emotional appeal of the South.

How far the penetration of this Southern spirit of lawlessness, sugar-coated as Southern Chivalry, has spread is indicated by the presence of the Ku Klux throughout the North: the lawless tradition has become the inspiration of "100 per cent. Americanism." The South is one of the pillars of Prohibition; it is in the vanguard attacking science; the Dyer Anti-lynching Bill has gone the way of all other attempts at outside interference.

In the West, the Red-Blooded He-Man has always relied on his own right arm, his lawlessness justified to the American people by his appeal to the American imagination. The obvious effect of this glorification of free gun play—in novels, movies, and magazines about cowboy life—

upon the less settled part of the community, has often been noticed. What was a pioneer necessity is now one of the most harmful influences in the civilized community.

Strengthened by Southernism, this belief in direct action has always remained a part of the American philosophy of law and order. The "old time vigilantes," and "a gun for every good citizen" are suggested remedies which do not, however, take into account that the cure might have a future effect worse than the disease. The automatic formation of the Western States caused "old convention, usage, custom," to be held lightly. Yet these form the moral restraints of government. With them an oriental despotism is tolerable; without them a State legislature will run to excesses of tyranny or foolishness.

At the present day, for the first time, the classical lawlessness of the West and South have gained sufficient strength to become a dominant national force—which we call the "crime-wave."

The Position of Women in Government Service

AT THE present time all government positions are open, potentially if not actually, to women, and salaries, initially at least, are set for all grades and classes of work, regardless of the sex of the worker. This condition of things was by no means true ten or even five years ago. In a recent bulletin of the Women's Bureau of the United States Department of Labor (Washington, D. C.) we read that in 1919 women were excluded from more than one half of the examinations given, and that prior to the classification act of 1923 which determined the compensation for every branch of the civilian service, they received far smaller salaries than they do now.

The survey of the Women's Bureau covers the period from July 1, 1924 to March 1, 1925. In order to study the opportunities for advancement afforded to women, the survey includes primarily the records of all those employed at work requiring "professional, scientific, or technical training equivalent to that represented by graduation from a college or university of recognized standing," for which a minimum wage is set at \$1,860 per annum. The survey covers the following

eleven executive establishments. The Departments of Agriculture, Commerce, Interior, Labor, State, the Treasury and Post Office Departments, Bureau of Efficiency, Civil Service Commission, Employees' Compensation Commission, Federal Board for Vocational Education, Federal Trade Commission, Tariff Commission and Veterans' Bureau.

These establishments employed 15,777 women and 15,966 men. Of these 16 to 18 per cent. of the women, as compared with 52 per cent. of the men, received salaries of \$1,860 or more per annum. Over two-thirds of these women receiving \$1,860 or more per annum were in clerical or typing positions. That a third were in occupations requiring specialized education and experience demonstrates a slow but certain widening of the field of women's service in the Government departments.

Five of the 82 persons serving as commissioners of executive establishments or as bureau heads were women, and were appointed by the President, thus representing the extent of recognition of the capacity and responsibility of women in the direction of national policies. Forty-six of the

establishments studied in the survey had major subdivisions, five of whose 237 heads were women. Two of 130 assistant heads in 35 other establishments were women. As the requirements for the positions decrease in technical training and lengthy experience, the proportion of women becomes much greater. As many as 40 out of 301 administrative assistants are women. The total for all administrative positions is 74 out of a possible 1104.

Eighty-seven women were employed in laboratory research. Seven of 49 departmental employees engaged in cooperative extension work were women. In one department of legal work, 88 women were employed as law or claims examiners or adjudicating clerks, receiving \$1860 or over, compared to 381 men. In almost all departments, with a few decided exceptions, given below, the relations are about as stated. In library work, 67 out of 75 persons receiving \$1860 or over are women. In civil-service examining, scientific illustrating, editing and translating, approximately

one third of the workers receiving \$1860 or more are women. In the fields of stenography and typing, 407 women and 111 men are receiving a salary of \$1860 or more. The largest number of these was employed in the Treasury Department. In clerical work about the same number of men and women were employed. Here too, figures show, the greatest per cent. of all women at work in governmental positions receive salaries of \$1860 and over.

The highest amount paid to any woman covered by this survey was \$6500—the salary of the woman Civil Service Commissioner. Salaries of \$5200 were paid to ten women; of \$3600, to 35 women. Of these 35, 15 were in the Department of Agriculture, 8 in the Department of Labor, 6 with the Federal Board for Vocational Education and 3 in the Bureau of Education.

The beginning salary of clerks and typists is \$1140, for stenographers, \$1320. In scientific and professional service, the minimum is \$1860.

Tariff Reduction

UNITED STATES SENATOR Oscar W. Underwood of Alabama, who retires voluntarily next March after thirty-two years in Congress, is the chief expounder in the Senate of the low tariff point of view. He believes that the future prosperity of the United States depends upon the substitution of a competitive for a high tariff, and states his reasons in the *Magazine of Wall Street* (New York) for November 6.

By competitive tariff, Senator Underwood means one low enough to permit a reasonable volume of imports. This is not to foster American industries, but as a convenient means of levying a portion of the taxes. Neither free trade nor prohibitively high tariffs do this. The tariff revision of 1913 was made when we were a debtor nation, paying our creditors with excess of exports. We are now a creditor nation, and we must import if we are to export. It is a historical fact, Senator Underwood declares, that no

creditor nation has ever maintained its foreign trade unless it opened its doors to imports.

It is the relation to Europe brought about by our new status as creditor that irresistibly makes for a change in our tariff system. Europe no longer has credits here, nor gold, with which to pay for our goods. On the other hand, we export 50 to 60 per cent. of our raw cotton, 25 per cent. of our wheat and 25 to 30 per cent. of our meat—all, mainly, to Europe. This outlet is necessary, and, moreover, the price paid for the surplus determines the price of all.

If the price of the surplus in Europe is destroyed, the American farmer is destroyed. I say in Europe because Europe has the spindles and the trained labor to manufacture cotton; they can't be moved to some other part of the world; and Asia and South America do not consume our wheat and meat. We sell our surplus of those three commodities—not to mention others—in Europe, or we do not sell them at all. Since the war, Europe has been able to meet the adverse balance of trade with us by means of our private loans.

It has borrowed from us to pay us. That is over.

Europe must come back in production and exportation if trade is to continue, for



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SENATOR UNDERWOOD
OF ALABAMA

without gold or credit she can pay us only in goods, the author continues. At present, tariff rates are practically prohibitive of European goods.

In order to save our own fundamental agricultural industry and, in turn, our manufacturing industry, from disaster, tariff schedules must be rewritten:

Our surplus of manufacturing capacity points to the necessity of freer reciprocal trade relations with the world, but the manufacturers are not yet hard pressed for markets. It is not immediately a critical conjunction for them; but for agriculture, tariff revision is at this moment a matter of life and death; and, consequently, necessary to the economic well-being of the country as a whole.

In other words, make trade freer.

The Present Status of Whooping Cough

WE ARE all pretty tired of whooping cough, that annoying menace to childhood, and it will be disappointing to many to learn that up to the present time less progress had been made in the serious investigation of this disease and its treatment than in any other contagious disease. Writing in *The Public Health Nurse* (New York), the magazine of the National Organization for Public Health Nursing, Dr. Lawrence W. Smith of Boston tells us that it is only within the past year or so that any work has been done. In Denmark, a diagnostic laboratory was recently established at the Serum Institute of Copenhagen, where cultures of suspected patients are submitted for diagnostic tests and where vaccines are distributed, in an attempt to reduce the morbidity and the mortality of the disease.

The mortality from whooping cough is surprisingly large, the annual toll in the United States alone being more than 10,000 lives. This would seem to justify a rapid imitation of Denmark's valuable step, but as yet only one similar institution, a clinic at the Boston Floating Hospital, of which Dr. Smith is Chief of Staff, has been established.

Should it become possible to prove the disease by a positive culture, the case could then come under the control of the Health Department, be segregated, and in this way prevented from spreading further. The findings of the Danish Institute in this regard are most promising, although not conclusive.

The clinic at the Boston Floating Hospital where culture tests are made was established originally by Dr. Henry Bowditch as the result of the experimental treatment of whooping cough cases by the roentgen-ray. The therapeutic use of the X-ray in the treatment of whooping cough has aroused much interest, and its apparent

success has led to the coöperation with the clinic of the State and City boards of health, the Harvard University School of Public Health and Hygiene, the departments of Pathology and Bacteriology of the Harvard Medical School, and the Boston Infants' and Children's Hospital.

An early diagnosis of the disease is considered of primary importance, in order to prevent its epidemic spread. So far, bacteriological diagnosis has not proved sufficiently sure until the organism has been growing for some time; that is, long enough to defeat the purpose of public health. A thorough examination of suspected cases with X-rays of the chest, examination of the blood, and supplementary cultures, have been found of great assistance in reaching a diagnosis. No one of these is considered certain in itself, but if any or all of them point to a diagnosis of whooping cough in a case known to have been exposed or with suspicious symptoms, they are invaluable in arriving at a tentative diagnosis.

Whooping cough vaccine is a more satisfactory treatment than is generally supposed. Cases that are known to have been exposed, and receive at once a complete series of vaccine inoculations are thoroughly protected, and it is also beneficial for those in the early stages of the disease. For advanced cases, treatment with vaccine and X-ray has proved the most successful. In some cases the X-ray alone has had phenomenal effects. It has been found that a minimum of exposure is sufficient, thus insuring safety in its use.

An interesting chart in connection with Dr. Smith's article shows that the seasonal incidence is greatest in March and April, the number for the latter month being almost twice as great as for any other month. January and February are the next most dangerous months.

Does Football Need Deflating?

FOLLOWING the glories and the disappointments, the expenses and the bronchitis of the football season, the usual discussion of the big business versus the educational value of the game bursts forth. The *Forum* (New York) treats it with its favorite method, the debate; in this instance between William Roper, Princeton University coach, and Arthur Dashiell, Princeton '23, who believes that the game is our great national religion, and as such needs showing up. Mr. Roper argues that football needs no deflating. It is a benefit to the player and a good influence on college morals. It gives financial support to the other sports, such as track and rowing, which enable a large per cent. of the men to take part in sport of some kind. As a national fetish it is justified, even as the Greek games were an important part of Greek civilization.

Mr. Dashiell himself loves the game, he says, but he believes that its moral and intellectual benefits are greatly exaggerated. Educational budgets suffer as a result of alumni interest in athletics only, and not as much is contributed to general sports as is thought. Undergraduates themselves, we are reminded, have signified their belief that the game is getting out of hand. Wesleyan representatives at a conference moved that it be brought back to faculty and student control. Harvard raised a cry against the expansion of the game and was laughed at because her team had just concluded a disastrous season. But Dartmouth, then champion of the East, Princeton, Yale and others took up the cry. The "alumni, professional spectacle-stagers and paid money grubbers" are the obstacles in the way.

Sunset (San Francisco), the Pacific monthly, adds its side to the story. In the last ten years attendance at the Stanford-California game has risen from 15,000 to 75,000 persons. These 75,000 paid \$337,308 to see the game. The alumni of the two universities are not nearly as numerous as this. Who then are the outsiders and what brings them to the stadiums? "Why do millions of people this fall sit many hours on cold, hard, expensive seats straining their eyes to see who has the ball and what he is going to do with it?" The author suggests that it may be largely biological—the need for responding to exciting stimuli that we



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THE YALE BOWL

have inherited from ancestors who lived in constant danger. We crave excitement, risk danger, and modern life offers safety and protection. So we turn to sports for a vicarious thrill. In addition, the free publicity of the newspapers and the widening of the football public through the radio, are factors. But it is the cleanness and uncommercialism of the game which adds greatly to its appeal. Without the spirit and collegiate atmosphere surrounding the Big Game, two-thirds of its charm would be gone and two-thirds of its seats empty.

This does not mean that football is not Big Business, however, the author continues. He quotes the list of gate receipts of ten leading colleges of the Far West. They range from \$320,000 to \$25,000, totaling \$1,250,000 for a two-months' season.

The *Independent* (Boston) devotes a few pages of the issue for November 6 to discussion and pictures of stadiums. The "stadium" is naturally expressive of the vast amount of pride which graduates take in their Alma Mater, and no football team to-day can be successful without one, we are told. "Success" includes, besides winning games, a large money return, which is devoted to other less-paying sports, educational projects, and bigger stadiums.

Hiring at Hollywood

WE ARE all familiar with the ritual of weary tramping from studio to studio in search of the job of extra in the movies as it has existed at Hollywood. We read of it in stories whose heroines later become "movie queens," we read rather more grim stories in the newspapers, we see the long queues depicted in the movies themselves, and it is with a mixed sensation of regret at the passing of one of Hollywood's best known and most picturesque features and relief that efficiency has at last penetrated that we read the account of the new Central Casting Corporation at Hollywood in the *Survey* (New York) for November 1. The establishment of the bureau came as the result of several years study of the problem, and was opened January 4, 1926. Mr. F. W. Beetson, aided by the State Labor Commissioner, Walter G. Mathewson, devised the following plan. The bureau is operated at the expense of the industry. The saving of the fee is the first benefit to the "extra."

The first matter of importance in establishing the bureau was to determine the calling list of extras to be used. It was well known that the extra ranks were overcrowded, and in order to avoid further overcrowding, only the extras already engaged in the industry, as indicated by lists submitted by the studios, were registered. This gave a registration of almost ten thousand men and women, to which was added a registration of two thousand children. The daily placement records soon showed that this number was far in excess of the number actually necessary.

The business of selecting from eight hundred to fifteen hundred extras a day is now carried on entirely over a maze of

telephone wires. The casting director of a studio delivers his order for the day to the telephone operator. It is often a long one. Below is a sample of one, chosen at random, showing the variety and the method of at least one casting director:

- 12 soldiers—mixed nationalities
- 6 girls—wear short socks
- 35 women—street clothes, wraps
- 20 men—well dressed, dark suits, overcoats
- 1 Mother Superior
- 2 nuns
- 1 chauffeur—can drive Renault car
- 6 men—expert swimmers and divers, bathing suits, robes, neat summer clothes
- 15 young girls—expert swimmers and divers
- 1 flapper—boyish bob
- 1 woman—for drowning stunt
- 1 peanut butcher—smart boy, costume furnished
- 13 men—20 to 40, golf suits, classy flannels, straw hats
- 1 colored maid
- 1 large woman
- 1 small hen-pecked man
- 1 man—to do a "bit"

As extras report in for work, also over the telephone, the operator calls their name to the casting director who does his work with a constant stream of names being called in his ear by the agency. Most of the applicants he recognizes by name and accepts or refuses them accordingly. This is done by means of the full record card of each applicant of the registry, which every director studies, and by means of personal interviews held as often as possible. Changes in plans, failures to appear for work, tardiness, are all reported to and taken care of by the bureau. In five months' operation the bureau has made 64,023 placements for men and 28,674 placements for women, although the number of women registered is three times that of the men.

Directors are agreed that the only way to learn motion picture acting is to appear before the screen, and therefore the unstable profession of extra is virtually the only way in. Rates vary from five to ten dollars a day, and two days' work a week is a generous average.

The employment of



EXTRAS FOR THE MOTION-PICTURE PRODUCTION OF "SCARAMOUCHE" PASSING FOR REVIEW BEFORE THE SCENES ARE MADE

children is relatively negligible—only two per cent. of the total placement. They are subject to the Los Angeles Department of Public Schools, and children studio workers receive four hours a day instruction from teachers on the lot, if of school age.

The regulations of the State Industrial Welfare Commission for the employment of men and women, concerning hours, payment of wages, sanitary facilities and the like have been voluntarily adopted by the industry in the employment of men as well.

The record cards kept of every registered extra at the bureau with engagements, amount received, and the like, should provide the first material for a real study of the social problems presented by the motion-picture industry.

To adjust the number of applicants to the number of opportunities for work—to solve the problem of work that is casual but not seasonal—these and other problems are well worth consideration, and the motion-picture industry believes that it has at least established an organization through which they can receive that consideration.

Bernard Shaw Defends Socialism

THE *Forum* (New York) is perhaps justly proud of receiving from Mr. George Bernard Shaw on the recent occasion of his seventieth birthday, answers in full to eleven questions put by them on the issue nearest to his heart—socialism.

The first question submitted to Mr. Shaw suggested that the word socialism had outlived its utility, and had been spoilt by too inexact and generic use. To this Mr. Shaw returned an emphatic NO. He is still a socialist, and considers that a careful definition of the much-abused word still is satisfactory. The editor of the *Forum*, recording and commenting on Mr. Shaw's replies in the November issue, does not agree that Mr. Shaw's negative answer to the second question, "Has socialism suffered a set-back since 1914?" is the correct one—at least for America, where labor unrest has very little to do with socialism, albeit similar situations in England have been directly connected with the rise of the Socialist party.

"Does the present state of Europe—or the world—as a result of the war, justify a revival of socialist activities?" was the third question. Mr. Shaw declares for the importance of a continuation, if not a revival. The motives and the manners of the socialists of the last century have changed, but their usefulness as saviors of society still remains.

The fifth question asks, "What is the most important contemporary problem which concerns socialists, or will be affected by socialism?" Mr. Shaw replies, "Redistribution of income. It concerns everybody." The *Forum* editor suggests that socialism is not the only force concerned with this. Mr. Shaw also believes that

socialism will be able to secure administrators more worthy of its aims than the present politicians because the socialist state of the future will be a "great stock company," and, although political capacity cannot be tested, it is possible to find good managers for a stock company.

To the query, "Is the idea of a World State Utopian at the present time?" Mr. Shaw replied YES, with extra emphasis. This is an indictment against socialism in the eyes of the younger generation, who have faith in the ability of science and education to remove nationalistic barriers. To them, socialism is placed and dated; arose with the purpose of organizing food and work for misfit populations.

It has been suggested that America offers a good field for socialist activity. Yet no such move has come. The scientist has his own reply, believing that in this respect America is more civilized than Europe. The socialist was asked if he believed that America offered a good field for socialistic experiment, to which he replied:

"NO, America is still in the grab and graft stage of colonization. . . . Much too primitive."

In general, the editor concludes, we are left to the conclusion that fifty years a socialist always a socialist: "It would not do for the Pope to admit that Catholicism may have to give way to other doctrinal formulations, or for President Coolidge to voice his misgivings about the Constitution."

La Nouvelle Revue Socialiste (Paris) points out that real progress toward socialism's original ideal, the overthrow of the social order, is illusory. Socialism now has a more limited ideal, and is content with small partial advances and compromises.

Shall Giant Power be Privately or Publicly Owned?

THE vexing question of private or public ownership of power is debated by the Deputy Attorney General of Pennsylvania, Philip P. Wells, and the Commissioner of Water and Power of Los Angeles, Mr. C. A. Dykstra, in the October *Municipal Review* (New York). Mr. Wells presents a plan for private ownership under reasonable and attainable public regulation as the best means of providing adequate universal electric service on terms fair to the investor and to the public. Mr. Dykstra, on the other hand, contends that public ownership will be more easily able to provide the huge capital necessary for regional power development and will assure successful private ownership in other lines of business dependent upon power.

It is conceded by producers and consumers alike that it is not economical to make and sell small blocks of power to small groups of consumers. Electric service, essentially a monopoly, should be regionally organized, writes Mr. Wells, to obtain power at the lowest possible cost by constituting each region a pool of power into which all output is poured and from which all power consumption is drawn.

Mr. Wells desires to make each State a single pool of power, and to unite State pools into regional pools. The State pools would be divided, in accordance with major transmission lines, into smaller districts. All these district pools will be united in the single State pool by inter-connection with each other and with the mass producers at the source.

The problem of unserved territory must and should be left mainly to local initiative. Existing charters not being made use of in such territories should be annulled. All territory remaining within charter limits the company must be required to serve at cost—which includes a fair return to the investor in the utility. In unchartered territory, local public ownership should be authorized by the State, with taxing and borrowing powers, also mutual companies. To these the transmitter of the larger unit should be required to provide current at wholesale rates.

The regulations to be imposed upon this privately-owned State-wide power should

cover contracts, supervision, power to institute reform, and must all lie in the hands of the Government. The rate base must be justly arranged; the best means of achieving this is through the charters granted by State Governments to new corporations. In order to take care of the regional pools, covering several States, Mr. Wells proposes a system of compacts to be endorsed by the Federal Government.

Mr. Dykstra, as does Mr. Wells, sees a relatively small number of central plants serving a large region.

Combination means increased economy of investment, increased economy of operation, increased reliability of service; and in case power plants may be located at fuel centers, it means a further general economy in power supply, particularly in the smaller communities.

Water power is becoming the most economical means of power production, and the contest as to who will control it is sharp. Foremost of dangers, in Mr. Dykstra's opinion, is the giant monopoly which is whispered, which would place the control of all America's power, coal and water, in private hands. Mr. Dykstra's reasons for favoring public ownership, aside from considerations of venality on the part of private corporations, are the following:

- (1) Great regions require long-time planning such as no private corporation could afford to undertake.

- (2) Simplicity of organization, elimination of stock-selling propaganda and the like, which result in lower cost of construction and operation.

- (3) Public ownership of essential utilities, such as water and power, gives the greatest assurance of successful private enterprise on all other lines of activity. It means lower rates and greater stability rates.

- (4) Public ownership means local control by those interested in the service, and local financing. Public regulation of privately owned bodies in this regard has been notably disappointing.

- (5) Public ownership of essential utilities stimulates citizen interest.

Mr. Dykstra then outlines a number of proofs of the success of public ownership, that are well worth reading by the opposite-minded.

Men Who Make the Newspapers

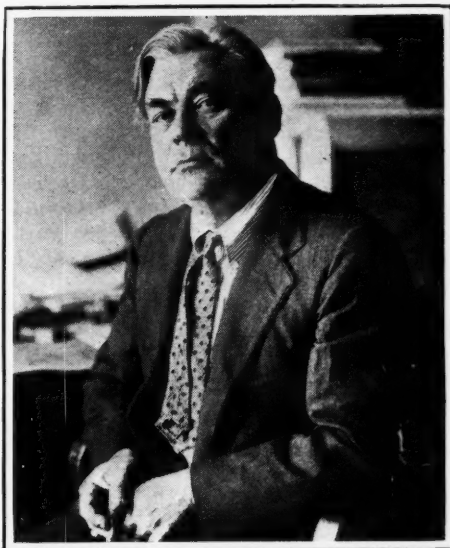
IN ADDITION to the fact that he has worked for newspapers in almost every capacity, and therefore knows his subject thoroughly, Mr. Don Marquis has the faculty of expressing it all very well, which gives double value to an article by him in the *Yale Review* for October entitled "Men Who Make the Newspapers." These men are not the feature writers who sign their names to their work, nor the popular commentators on sports, nor the personal column writers among whom Mr. Marquis has been prominently numbered for many years. A really good general newspaper could lose all these and still retain its personality and its usefulness. It is the men who get the news, who write it, and edit it, who determine its relative importance, who point out the relations of particular events to human life as a whole, who hire and fire the special writers, who are really responsible for the impression you get from the newspaper when you pick it up:

And however much gold they get, the world in general is but vaguely aware of their existence. The *Times* has said something, or the *Sun*, or the *Tribune*, which the reader agrees with or disagrees with, and that is enough for the reader; he has no knowledge of the men who have dug up and verified the information upon which the utterance is based, or the men who gave the thing form, or the men who caused all this to be done. The average reader does not know these men; but they and their work are known to their fellow workers.

In the end, the real reward of the unknown worker in journalism is the same as that of any man in any profession or any art; it is the appreciation of those who really know. . . .

When I was a young reporter, a veteran of the craft once said to me: "The only satisfaction there is in this business is to be able to know where a story is going to break, and go and get that story and get it right, to write it the way it should be written, to see it in the paper the way you wrote it and then to hear one of the other boys say, 'That is a pretty good job, Bill.'"

The backbone of the newspaper business is the competent all-round reporter. The best of these not only get the news and write it up, they have a feeling for a story even before it happens, and know what of the story should be put in print and what should not. For in most important newspaper stories there is a story behind the story that may, in the interests of the public, be better suppressed. Upon the reporter, his editorial overlord, and perhaps the



DON MARQUIS

proprietor of the paper, falls the responsibility for deciding.

Newspaper men are not careless about facts, continues Mr. Marquis:

The constant aim on the part of both reporters and editors is for absolute accuracy—this is their only protection if there should be a come-back of any sort. They really want to print things right, and usually when they print them wrong, it is because they have been lied to by some more or less interested party whom they have credited.

With regard to the venality of journalism, Mr. Marquis declares that the average is about that of all professions. In all his twenty-five years of newspaper work, testimony of Upton Sinclair in the "Brass Check" to the contrary, the author has never been asked to falsify facts or to express opinions he did not believe. "Within the limits of sanity and the limits of decency, I was allowed to go as far as I liked."

It is, of course, true that the proprietors of papers, being naturally human, are apt to take a view of public policy in conformity with their own particular interests, but it is my belief that they are swayed by honest conviction and by genuine sentiment more frequently than by a narrowly self-interested motive.

I remember one paper for which I worked in a Southern city was engaged in backing a political fight which it had honestly undertaken for the benefit of the people of the State in general. Certain special interests were able to induce the largest department store in the city to threaten us with the

withdrawal of their advertising if we persisted in our political fight. I was writing the political editorials at the time, and I wondered whether the owner of the paper would be game enough to go on with what he thought was right at the risk of a large financial loss. . . .

The proprietor of the paper unhesitatingly told the department-store heads to withdraw their advertising. At the end of a year they asked to have it put back: they had found that they could not afford to do without an advertising medium, the circulation and influence of which had been greatly increased by popular appreciation of its honesty.

The relation between journalism and literature is a complex one. On the basis of

his own experience, Mr. Marquis believes that as a preparation for serious literary work, it is a failure:

Personally, then, I think that I might have done much better work as a writer of short stories, novels, plays, essays, and verse if I had never gone into newspaper work. As I grow older, I find that I do second-rate and third-rate work with more facility because of my long habit of writing rapidly. On the other hand, it is more difficult for me than it once was to write really well. . . . I have been a promising young man for twenty-five years and am conscious of the fact that I have never quite made good on any of my promises, and this is because I have been too much messed up with journalism really to make good as a literary man, and because I have tried so damned hard to be literary that I have never been a really good journalist.

Eight More Years of Life

IN 1901 a baby born in the United States might have been expected to live 49.24 years, while now the expectation of life has risen to 57.32 years. This is the result of achievements in the field of public health, both official and private, fairly continuous for a whole generation, yet still possessing great possibilities for further progress.

We are indebted to Dr. Louis I. Dublin, statistician of the Metropolitan Life Insurance Company, in an article contributed to *Harper's*, for an illuminating discussion of the growing conquest of science over disease.

The diseases which have been most reduced are those affecting infants and children. In the past as many as twenty-five babies out of 100 did not survive the first year. To-day only seven in each 100 die, and Dr. Dublin declares that two-thirds of these deaths will be prevented in the near future. Even now 120,000 babies die every year from preventable conditions.

Typhoid fever, as late as 1900, caused thirty-six deaths each year among every 100,000 persons in what is known as the U. S. Registration Area. With the installation of excellent water systems in the larger cities the death rate dropped in an amazing manner and the disease is now not far from extinction in the northern and urban sections.

Tuberculosis caused 195 deaths per 100,000 in 1900, and now the death rate is less than one-half as high. More than 100,000 persons are kept alive each year

who surely would have died under the old conditions.

Diphtheria brought about 43.3 deaths per 100,000 in 1900. In 1923 the rate was only 12.1, and complete elimination of this disease by 1930 in large areas like New York State is a possibility by known methods of prevention such as general inoculation of children with toxin-antitoxin.

Dr. Dublin is especially qualified to speak of results of the health campaign waged by his own organization among industrial policy-holders. Seventeen years ago the Metropolitan Life instituted a program of health education and nursing service, and backed its ideas with expenditures exceeding \$20,000,000. During this period the death rate from tuberculosis, among its own policy-holders, has declined 56 per cent.; from typhoid, 80 per cent.; from communicable diseases of childhood, 55 per cent.; and from diphtheria, 62 per cent. In every important condition the death rate among industrial policy-holders declined fully twice as fast as among the general population.

Though eight years have already been added to the average span of life within a single generation, Dr. Dublin is confident that even without future discoveries, and applying only such knowledge as we have, still waiting to be applied, an average duration of sixty-five years—a further gain of eight—is entirely possible for the American people. New Zealanders and Australians are close to such an achievement now.

BOOKS FOR CHILDREN

UPON parents, lesser relatives, and grown-ups generally falls the pleasant task of selecting the Christmas books for what have been called "our most helpless readers." When all is said and done, Christmas toys broken and the candy all eaten, the book gifts remain.

Since the war, not only the quantity of children's books published has increased, but critical attention has been directed to them, with a soul-satisfying decrease in the numbers of mediocre, badly printed books of the morals-and-mush variety, and an increase in the numbers of books of literary and artistic charm, admirably contrived to suit the modern child.

A few of the season's books stand out inescapably. One of these is "Little Machinery" (Doubleday), by Mary Liddell, with a hero "who grew up out of some pieces of a steam engine that was in a wreck, an old trolley car that wouldn't run any more, and a broken automobile," and who is shown in pictures like nothing else in picture books, with his clamshell dredge helping the beavers build a dam, and getting no thanks at all, or with his plane making shaving curls for rabbits to hang on their ears, or with his crane, carry the baby birds to a place with fuzzier caterpillars. Of the many attempts to make use of the materials of the present-day world in literature for children, this seems to us one of the most successful. Boys and girls alike should "pore over it by the hour with chuckles and satisfaction," says that arbiter, Annie Carroll Moore.

Another glorious book for the modern child is William Rose Benét's fantasy, "The Flying King of Kurio" (Doran), in which are nonsense, adventure, poetry and the most made out of modern city life. Mr. and Mrs. Tractable's apartment is exactly what Michael and Amanda, who are children very like your own, have always thought an apartment should be, and particularly enjoyable is their trip with Verry Tractable in the Interplanetary Bus, whose driver is forever singing songs out of the Interplanetary Bus Driver's Union Handbook.

Second to no new edition of an old favorite is Doubleday's publication of Kate Douglas Wiggin's and Nora Smith's "Tales of Laughter" (with wonderfully comic pictures by Elizabeth MacKinsty. Another of equal excellence is Stewart Edward White's "Daniel Boone: Wilderness Scout," illustrated by James Daugherty and published by the same house.

Perhaps the most handsome book of the season, for older children and all lovers of fine literature, is "The Epic of Kings" (Macmillan), retold from Firdusi's hero tales by Helen Zimmern, rediscovered and illustrated by Wilfred Jones, who is famous for

his fine book-making. The translation, in clear and vivid prose, will be new to many.

Two more books before we settle down to business and present our lists classified into the ages and dispositions they are meant for: "Skazki, Tales and Legends of Old Russia" (Doran), with designs and illustrations in brilliant color and black and gold by Theodore Nadejen, is a collection of twelve Russian folk stories, translated and arranged by Ida Zeitlin. It is an unusually beautiful and fascinating book. "Shen of the Sea" (Dutton) is a collection of Chinese stories told by Arthur Chrisman which has been awarded the John Newberry Medal for the most distinguished contribution to American literature for children for 1926.

For the Youngest

Several years ago Hugh Lofting was the winner of the same medal with the first of the now famous Dr. Dolittle series. The new volume, "Dr. Dolittle's Caravan" (Stokes), is as usual full of delicious illustrations by the author, nonsense, and animals.

Deserving the success which is promised for it is A. A. Milne's "Winnie-the-Pooh" (Dutton), with the inimitable charm of "When We Were Very Young" translated into prose. Winnie-the-Pooh, as can easily be seen from the illustration by E. H. Shepard reproduced on this page, is Christopher Robin's teddy bear, a Bear of Very Little Brain, as he dubs himself in occasional moments of

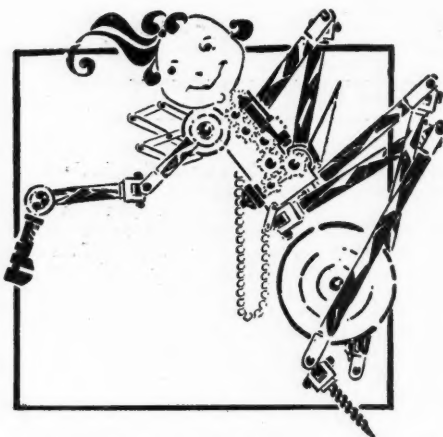


The "Expedition" to the North Pole Reaches a Dangerous Place
(From "Winnie-The-Pooh" by A. A. Milne)

introspection. His stoutness exercises in the early morning do him very little good indeed when he eats all Rabbit's honey and gets stuck midway out of the burrow. "Would you read a Sustaining Book, such as would comfort a Wedged Bear?" he asks Christopher Robin, who does so "at the North end of Pooh" while "Rabbit hung his washing on the South end."

For children just learning to read is Tony Sarg's "Alphabet" (Greenberg), with verses by Anne Stoddard not quite as good as the pictures,—but then that would be hard. Rachel Field also has an "Alphabet" that is delightful (Doubleday). Edith Stokely must have had great fun writing "Bubbleloon" (Doran), and its small readers certainly will have. Holland Robinson has written charming and unusual music for "Mother Goose" (A. & C. Boni), and each well-known rhyme is illustrated by Mac Harshberger, in a manner quite different.

"Peter Pea" (Stokes), by N. G. Grishina, is a quaint and amusing Russian fairy-story. In "Eliza and the Elves" (Macmillan) Rachel Field, with the aid of Elizabeth MacKinsty's drawings, tells us all that it is safe for mortals to know about elves. Although we personally doubt the necessity



"Little Machinery" grew up out of pieces of a steam engine, a trolley car and an automobile
(From "Little Machinery" by Mary Liddell)

for a simplified version of Barrie's "Peter Pan and Wendy," May Byron has done it very well, assisted by Mabel Atwell's pictures (Scribner's).

A fat and excellent volume is Stephen Southwold's "Listen, Children!" (Dodd, Mead). There are about fifty stories, simple and vivid, with enough humor and enough pathos. Abbie Farwell Brown has written a book of fairy stories called "Under the Rowan Tree" (Houghton). Giuseppe Fanciulli, one of Italy's best known writers for children, presents "The Little Blue Man" (Houghton) who longed with all his cardboard heart to see the world, and did so. "Thinking people have long felt the want of a full and true account of the events with which this book deals" begins the preface to "What Happened in the Ark" (Dutton), by Kenneth Walker and Geoffrey Boumphey; and what went on, as they tell it, was certainly amusing.

Rachel Field is the author of a group of poems called "Taxis and Toadstools" (Doubleday), which, with "Pillcock Hill" (Macmillan), and Louis Untermeyer's anthology "This Singing World, for Younger Children" (Harcourt), are at the top of the season's poetry list for children.

We have left to the end the new edition of George MacDonald's "Light Princess," in Macmillan's Little Library, with drawings by Dorothy Lathrop, because it is sure to be popular no matter where we tuck away news of it.

By Older We Mean From Eight to Eleven

For older children is the "Donegal Wonder Book" (Stokes), by Seumas Macmanus, heroic tales of Old Ireland, full of humor and beauty and a magic power over the reader. Here, or in the group for littlest children, belongs "Red Howling Monkey" (Macmillan), the story of a South American Indian boy told and illustrated by Helen TeeVan, who was artist in William Beebe's Tropical Research Station in British Guiana. "A Book of Giant Stories" (Dodd, Mead) has been collected by Kathleen Adams and Frances Atchinson from every part of the world's literature. For the in-between age is Hildegard Hawthorne's "Maybe True Stories" (Duffield) in which the twins make a trip to fairyland. Lippincott publishes "Fairy Tales From India" retold and illustrated by Katherine Pyle.

For lovers of "Heidi" is "Eveli, the Little Singer" (Lippincott), by the same author. "Carrots," by Mrs. Molesworth, also a Lippincott book, although it was written fifty years ago has freshness and reality. Sara Ware Bassett tells the "Story of Columbus" (Penn) for children not yet in their teens. Lest any child should miss "Hans Brinker or the Silver Skates" Scribner's has reprinted it in a pleasantly large book, with attractive, modern illustrations by George Wharton Edwards.

Two stories of Indian life in our own Southwest are "The Seven Cities of Cibola" (Putnam), by Aileen Nusbaum, with illustrations based on authentic Zuni designs, and Grace Moon's "Chi-Wee and Loki" (Doubleday), continuing the adventures of a lovable little Indian girl of an earlier story.

Eveleen Stein's "Children's Stories" (L. C. Page) pleasantly combine entertainment and information. A business-like book, which goes about getting as many stories and poems within its covers as it can, reminds us somewhat of the bound volumes of St. Nicholas over which we pored as a child. This is the "Chatterbox" annual published by L. C. Page. "The Treasure Ship" (Scribner's) is a volume almost as big, a handsome, well-illustrated book for the children's library to be proud of, with a list of distinguished English authors contributing to it and an equally distinguished list of artists illustrating it. Cynthia Asquith edits this as a sequel to the best-selling "Flying Carpet" of last Christmas. It is certainly a gift book *par excellence*, and makes a good introduction to English literature of the present day: John Galsworthy, Hilaire Belloc, A. P. Herbert, J. M. Barrie, Walter De La Mare, A. A. Milne, P. G. Wodehouse, Algernon Blackwood and Denis Mackail are among the contributors.

Getting On Into the Teens

"The Treasure Ship" carries us into the still older group, for while children of ten may enjoy it, those a year or two older will relish it more. "The Other Side of the Circus" (Doubleday), by Edwin Norwood, was not written strictly for children, but it is an authentic story which opens a gate into a fascinating country. Will James's "Smoky, a Cow Pony" (Scribner's) is also not written for children, but it should certainly take its place with American horse stories of all times and for all ages. Terhune's "Lad: A Dog Story" appears in a new illustrated edition (Dutton) after a ten-year period. There is no dog quite like Lad, and no author quite like Albert Payson Terhune for telling his story.



"The seventh demon sped away taking the sea with him. . . ."
(From "Shen of the Sea," by Arthur Chrisman")

To turn from books by grown-ups for young people to books by young people for grown-ups: David Putnam is now the author of two books, "David Goes Voyaging" and "David Goes to Greenland," both Putnam publications. Once we had forgiven Kenneth Rawson and Macmillan, his publishers, for the title of his book "A Boy's Eye View of the Arctic" we found it a simple and interesting story of the 1925 Macmillan expedition.

Marconi and Penn, Pitt and Garrison, Booth, Wallace, Tell, Shakespeare and William the Conqueror are the heroes of Grace Humphrey's "The Story of the Williams" (Penn). This is a well-written, well-gotten-up book which should delight boys and girls of almost any age.

Exclusively for Girls

In the field of fiction for girls perhaps the largest percentage of literary crimes is still committed. It is hard to find a presentable array of well-written, well-illustrated stories about human beings to recommend to the purchaser of gift books for girls from twelve to sixteen. For girls younger than that there is one of Eliza Orne White's charming stories, "Joan Morse" (Houghton). The Penn Publishing Company is foremost in the field for older girls. Their Christmas list includes "Marge," by Nelia White, "The Mystery of Sun Dial Court," by Martha Wickes, "The Little Maid of Nantucket," by Alice Curtis, one of a long series dealing with the early days of the American colonies. By the same author is a "Yankee Girl at Vicksburg" during the Civil War period. Constance Lindsay Skinner writes a thrilling story for boys and girls in "Becky Landers, Frontier Warrior" (Macmillan). The distinctive Beacon Hill Series (published by Little, Brown) has added to its list "Polly's Secret," by Harriet A. Nash, and Louisa Alcott's "Old Fashioned Girl." These are particularly nice books.

For Boys and Boyish Girls

Among the exceptionally fine books for boys (and girls who enjoy adventure and bloodshed, and they are many), "Daniel Boone: Wilderness Scout" has already been mentioned. Others of similar caliber and type are James Schultz's "William Jackson, Indian Scout" (Houghton), Honoré Willse Morrow's "On to Oregon" (William Morrow), which is even better than "We Must March" and has a thirteen-year old hero, Constance Lindsay Skinner's "White Leader" (Macmillan), drawing its plot from the early annals of Tennessee. Helen Ward Banks, whose happy inspiration it was to retell Prescott for boys, has produced a thrilling chronicle of conquest in "The Story of Mexico" (Stokes). Elsie Singmaster's "Book of the United States" (Doran) and Reginald Kaufman's "Seventy-Six" (Penn) are notable additions to the fiction of American history.

"Pedro of the Black Death" (Dutton) is a capital pirate yarn by C. M. Bennett, whose masterly story



"He handed the princess down with the fire-logs. . . ."
(From George MacDonald's "Light Princess")

telling is far above the usual run of writing for young people. H. S. MacKaye's "The Slave Prince" (L. C. Page) is a story of the siege of Troy. In "The West Wind" Crosbie Garstin captures the romance of the Cornish smugglers of the eighteenth century. Another good yarn, well-written, is Mawhinney's "English Oak and Spanish Gold" (Penn).

An excellent anthology of verse for every age is edited by M. G. Edgar and Eric Chilman, under the title "A Treasury of Verse for Home and School" (Crowell). As is usual with verse anthologies, there are many complaints against this one, but much praise also. Montrose Moses edits and Tony Sarg illustrates "Another Treasury of Plays for Children" (Little Brown), which includes "Treasure Island," "Racketty Packetty House," Drinkwater's "Abraham Lincoln," and "The King with the Iron Heart," by Stark Young.

It is a constant surprise to observing parents what exceedingly solid contemporary literature will interest boys and girls of twelve, thirteen, and fourteen. Such a book as Beebe's "Arcturus Adventure" (Putnam), illustrated with colored plates, photographs, and maps, proves fascinating to youngsters.



OUTSTANDING BOOKS OF THE SEASON

Memoirs and Character Sketches



WALTER CAMP

(In his time the recognized umpire of American intercollegiate football)

Walter Camp, the Father of American Football.
By Harford Powel, Jr. Boston: Little, Brown and Company. 248 pp. Ill.

Every football enthusiast in the country was a loyal friend of Walter Camp in his lifetime and every one of them mourned his untimely death two years ago. As the Yale coach for so many years in the time of Yale's football supremacy and through his influence of the Intercollegiate Football Rules Committee, Camp maintained for thirty years an unchallenged leadership in the field of intercollegiate sport. His authorized biography by Mr. Powel is said by the author to have been written primarily for the schoolboys of America. At any rate, the book has in it a great deal that will commend it to schoolboys at every stage of growth. It makes clear just what were Camp's principles of sportsmanship and how he applied them in the development of the one sport in which he was most interested. Camp has been called the inventor of the scrimmage in football, and this book tells just what his own philosophy of the scrimmage was. Nowhere else can the history of American football be found so fully recorded as here. The great excellence of Mr. Powel's book is that it goes back of the mere list of football triumphs and analyzes the spirit in which the games have been and should be conducted. An appendix contains a full list of the All-America Football Teams chosen by Walter Camp.

Memories of a Happy Life. By William Lawrence. Houghton, Mifflin Company. 464 pp. Ill.

Instead of writing a formal autobiography, the Bishop of Massachusetts has preferred to give a running record of events in a long and fruitful career, frequently quoting from his diary and making countless allusions to well-known persons, with whom he has had intimate relations. The late President Eliot, President Roosevelt, Phillips Brooks, and J. Pierpont Morgan were among his friends and correspondents. He belongs to a family greatly honored in Massachusetts and, perhaps, the best feature of his book is the more or less unconscious revelation of the highest ideals of citizenship, not less than of service to the Church.

A Son of the Bowery. By Charles Stelzle. George H. Doran Company. 335 pp.

The story of a boy born of immigrant parents on New York's East Side who, by his own exertions and against great odds, made himself an effective worker in the labor movement, developed new methods of promoting social welfare, and as a Presbyterian minister became influential in bringing about a better understanding between church organizations and labor unions. This autobiography describes a career that can hardly have been possible except in America.

H. R. H. By E. F. Verney. George H. Doran Company. 288 pp. Ill.

We all laugh when the Prince of Wales falls off his horse—and we all at heart sympathize with the luckless rider, and wish him better fortune the next time. H. R. H. has friends in every land that he has visited including not a few here in the U. S. A. Mr. Verney easily leads us to believe that he has not yet been spoiled by the affection that has been lavished upon him by the peoples of almost every race and clime. His personal influence is more wide-spread to-day than that of any other Britisher who can be named—and that not because of his heirship to the throne, but in spite of it.

Rambles with Anatole France. By Sandor Kemer. Translated from the Hungarian by Emil Lengyel. Philadelphia: J. B. Lippincott Company. 335 pp. Ill.

One of the best accounts of Anatole France's later years is this story of his travels written by the Hungarian woman who acted as his secretary and became a sympathetic friend and disciple. Her book differs from other reminiscences of France in that it presents more clearly the religious side of

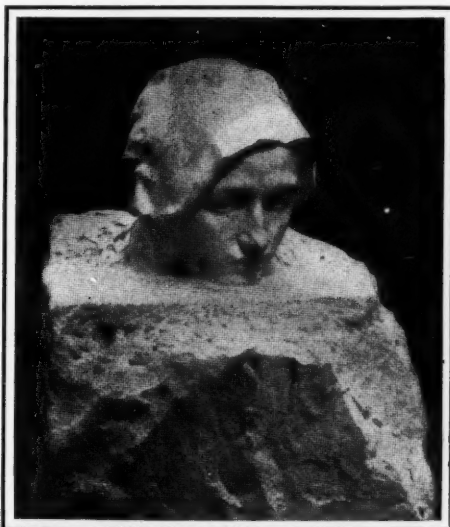
his nature. It is mainly a record of France's comment during a journey to Italy. In Italy, says the translator, France was "a pious believer, a devout pilgrim. Although he disclaimed any connection with dogmatic creeds, France was intensely religious. He absorbed life and submerged himself in it."

Personal Reminiscences of Auguste Rodin. By Anthony M. Ludovici. Philadelphia: J. B. Lippincott Company. 216 pp. Ill.

The author of this little book served for a few months as Rodin's secretary in 1906, at the height of the French sculptor's career. Aside from the opening chapter, which is a serviceable biographic sketch of Rodin, the volume has been written, in the main, from notes made during the period of intimate association between the master and his secretary. All the material is informing.

Demosthenes. By Georges Clemenceau. Translated by Charles Miner Thompson. Houghton, Mifflin Company. 158 pp. Ill.

France's War Premier, in his eighty-fifth year, has produced a study of Demosthenes that has puzzled some of the French critics as much as several of his clever strokes in politics years ago confused his opponents in the French Chamber. Some one has made the guess that "Demosthenes" is the "Tiger's" spiritual autobiography. At any rate, it



"MEDITATION" (LA PENSÉE)

(From "Personal Reminiscences of Auguste Rodin")

is a remarkable piece of writing for a man of Clemenceau's years.

Description, Travel and Adventure

A Novelist's Tour of the World. By Vicente Blasco Ibáñez. E. P. Dutton and Co. 428 pp. Ill.

The Spanish novelist here describes his experiences on a recent journey around the world. His comments on the United States are brief and confined to a single chapter on New York, "The City That Conquered Night." In his description of the

Philippines, Blasco Ibáñez pays an enthusiastic tribute to the school system created by the Americans, and declares that the Spanish language has never before been so generally spoken in the archipelago.

Unknown Essex. By Donald Maxwell. G. P. Putnam's Sons. 218 pp. Illustrated.

Essex in England, instead of being virtually "unknown," as it now is, to most Americans, should be visited by thousands of them every year, for of our ancestors who crossed the ocean to settle in New England three centuries ago, a great majority came from that one English county and among our geographical names of English origin the greater number are old Essex names transplanted. Mr. Donald Maxwell is an artist and he accompanies his interesting text descriptions of the hills, woodlands, and villages of eastern England with charming illustrations in line and color. His book is enough to convince any one that a great part of Essex is something very different from the flat landscapes seen from the railway.

High Country. By C. R. Cooper. Boston: Little, Brown. 304 pp. Ill.

Mr. Cooper's "High Country" is the Rockies of yesterday and to-day.



JADE BRIDGE, AT SUMMER PALACE, PEKING, CHINA

(From "A Novelist's Tour of the World")



THEODORE AND KERMIT ROOSEVELT AT
SRINAGAR

(From "East of the Sun and West of the Moon")

Among the printed descriptions of the Rocky Mountains, those with which we are best acquainted, date back to the era of the greatest mining activity. We are indebted to Mr. Cooper for pictures of some of the deserted mining camps as they are to-day. In writing his book the author has had in mind a new type of visitors to the Rockies, for motor and camping parties are now as well known there as in any other part of the world. Well-graded motor roads have replaced old-time trails, and these present-day visitors can profit from the advice offered by a man like Mr. Cooper, who has known the country from the days when it was literally in a state of nature.

Whitetailed Deer. By William Monypeny Newsom. Scribner's. 306 pp. Ill.

Hunters by the thousand, in the coming months, will be following in our Northern woods the tracks of the common Virginia, or whitetailed, deer. Not all of these men are as well versed in the habits of the game they are pursuing, or in the practical methods of the chase, as they should be. At times the mortality rate among the hunters seems almost as high as among the hunted. Mr. Newsom's book can do much for all such disciples of Nimrod. It gives the needed information about the deer's ways of living, and if its injunctions are heeded the lingering deaths of these beautiful animals, now too common because of the hunter's failure to take correct aim when firing, will be materially decreased.

East of the Sun and West of the Moon. By Theodore Roosevelt and Kermit Roosevelt. Scribner's. 294 pp. Ill.

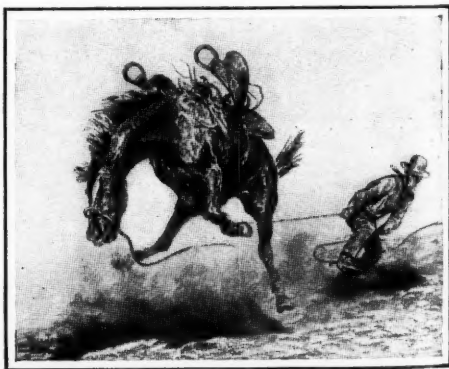
The account given by the Roosevelt brothers of their expedition in Central Asia frequently reminds one of the similar books written by their father, President Roosevelt. It reveals the authors' love of adventure and at the same time gives full and sincere expression to the scientific enthusiasm which really was at the basis of the whole enterprise. The brothers have shared the book equally, writing alternate chapters. They visited regions in the Himalayan Mountains where few Americans have penetrated before them. One of the chief objects of their trip was to secure heads of *Ovis Poli*, the famous sheep discovered by Marco Polo, for the Field Museum at Chicago. They were successful in this quest and their book gives full information about this mountain sheep, which seems to have been one of the very few discoveries of Marco Polo that were not exaggerated in that worthy's account of his explorations. Photographs taken by Kermit Roosevelt are used as illustrations of the text.

By Waterways to Gotham. By Lewis R. Freeman. Dodd, Mead and Company. 452 pp. Ill.

Mr. Freeman, whose earlier books have described his adventures on the Columbia, Yellowstone and Colorado rivers, gives in this new volume an account of a 2,000-mile voyage by skiff with outboard motor from Milwaukee to New York, through the Great Lakes, Trent Canal, St. Lawrence, Richelieu, Champlain and Hudson. Portions of this route may, of course, be traversed in summer on the Great Lakes steamers but only a few travelers have been through the rivers and canals, along which Mr. Freeman guided his tiny boat. He was able to view many landscapes and obtain facts about the country which are entirely inaccessible to ordinary travelers on the Great Lakes and the St. Lawrence. Hairbreadth adventure was by no means lacking.

Smoky, the Cowhorse. By Will James. Scribner's. 322 pp. Ill.

There is vitality in every page that Will James writes (even if the English does not always square with Lindley Murray's dicta) and in every picture



AN EPISODE IN "SMOKY'S" LIFE
(From "Smoky, the Cowhorse" by Will James)

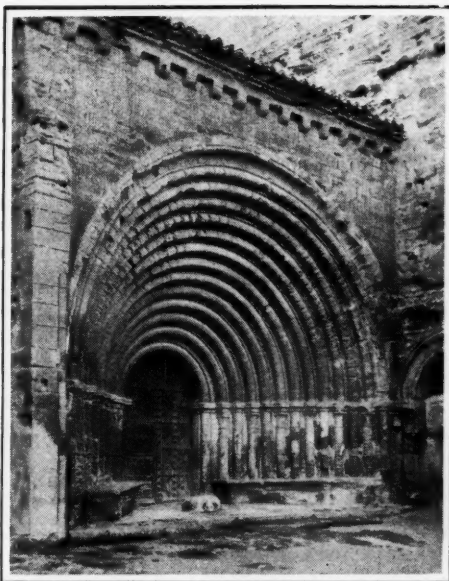
that he draws. His earlier books gave earnest of this quality in good measure, but none of them quite equal "Smoky"—a horse worthy of any writer's best endeavors. The new book also serves to introduce a character who has not before appeared in Will James's writings—Clint, the bronco-buster.

Forgotten Shrines of Spain. By Mildred Stapley Byne. Philadelphia: J. B. Lippincott Company. 312 pp. Ill.

Now that travelers are giving more attention than formerly to the ancient kingdom of Spain, this description of some of the most venerated among Spanish churches, cathedrals and monasteries, is a timely contribution to literature. Mrs. Byne is an authority on Spanish art and history, and besides pointing out to the reader some of these treasures of Spanish art that are most worthy of inspection, she gives in her book explicit directions as to how these shrines may be reached under modern conditions. The illustrations, made from photographs taken by Arthur Byne, partly compensate the reader who cannot himself make the journey to Spain. The book should be in the hands of everyone who is contemplating such a journey and who has the time to visit the various places described in the text. *

The Gentle Art of Tramping. By Stephen Graham. D. Appleton and Company. 277 pp. Ill.

Mr. Graham's book about tramping is convincing because it is well known that he has done his share of it in almost every part of the civilized world. He is sincere in speaking of tramping as an art because it has become that to him rather than a sport. As to his suggestions about equipment for tramping, it must be admitted that experienced "hikers" seldom agree in regard to the clothing that should be worn



DEEP-SET PORTAL OF THE CONVENT CHURCH OF SIGENA

(From "Forgotten Shrines of Spain")

or the articles that should be carried in the knapsack. Mr. Graham's advice is undoubtedly as good as the next man's since it is based on ample experience. At any rate, whether all his suggestions be adopted or not, his way of presenting them is most attractive.

Surveys of the Past

Figures of the Past. By Josiah Quincy. Boston: Little, Brown and Co. 363 pp. Ill.

In 1860 there were four Josiah Quincys living, three of whom at one time or another in their lives bore the title of Mayor of Boston. The author of "Figures of the Past" is designated on the title page as a member of the Class of 1821 of Harvard College. He died in 1882, having completed the papers which he had planned to bring together in a book and written an introduction in which he acknowledged his indebtedness to "a friend who had read my journals with interest." This friend, it appears, was his own son, another Josiah Quincy. The reminiscences go back almost to the beginning of the nineteenth century and have to do with almost all the notable men and women of Boston during the first three-quarters of that century. They are not geographically confined to New England, however, as several of the most interesting chapters relate to the City of Washington, Congress, and the journey from Washington to Boston, including many references to New York. The book is based on journals kept by the author from his youthful days and is altogether unique in its field. There is an excellent account of student life at Harvard more than one hundred years ago, and the author's talks with President John

Adams and Daniel Webster, take the reader back to the early days of the republic. The book made its first appearance as long ago as 1883. The new edition is illustrated and has been annotated by Mr. M. A. De Wolfe Howe, who has written the biographies of several of Quincy's contemporaries.

The American in England. By Robert E. Spiller. Henry Holt and Co. 430 pp. Ill.

Impressions of English travelers in America since colonial times have been frequently published, but, so far as we know, Mr. Spiller's book is the first systematic attempt to bring together the accounts of American travelers in England. He has selected the records of these travelers, whether in the form of letters, journals, diaries, diplomatic correspondence, poems, stories, essays or travel books, which were written during the first half-century of American independence. In spite of all the difficulties of communication in those days, a large number of representative Americans crossed the ocean to visit the old home. Several of these—notably Irving and Cooper—were literary men whose writings contain many references to their transatlantic experiences. There were, however, students, artists and official envoys who recorded their impressions, and from



WASHINGTON IRVING

(From an etching by Smilie reproduced in "The American in England")

these Mr. Spiller has drawn some of the most interesting material used in his book. Whatever may be said of the present, the United States during the first fifty years of her existence was undoubtedly more closely akin to Great Britain than to any other nation. England was still recognized as a parent, though it had been an enemy.

The British Navy in Adversity. By Captain W. M. James. Longmans, Green. 478 pp. Ill.

Not a few American readers are likely to be surprised to find under this title a study of the War of American Independence. Few British naval officers have been known to take especial interest in our Revolutionary War, and we are hardly prepared for the assertion made by Captain James that the Revolution in all its main features was a maritime war. His basis for this statement is that in the earlier stages of the war it depended upon the success of conveyance of troops across the Atlantic and in its later stages upon the issue of the fight between Great Britain and the triple forces of France, Spain and Holland for the control of the sea on the American coast line and for access to the West Indies and the Indian Ocean. This unfamiliar aspect of the conflict is commended to American students of the Revolutionary period. Captain James has made a careful study of the naval operations of the war. Every historian of the Revolution will hereafter be compelled to take account of his original and stimulating research.

A Book of Old Maps. By Emerson D. Fite and Archibald Freeman. Poughkeepsie, New York: Emerson D. Fite.

In this volume seventy-four maps illustrative of American history from the time of the first explorers to the Revolution have been collected from their hiding places in the libraries of Europe and America and reproduced by the new aquatone

process which preserves faithfully the beauty and distinctness of the original. One map, which details the geographical ideas Columbus entertained when he sailed for the West, is now believed to have been made by him or at his order, is perhaps the very one shown to Ferdinand and Isabella; another is a reproduction of the celebrated John Mitchell map, the personal property of George the Third, on which he traced with his own hand the boundary line between the United States and Canada as the British understood it to have been run by the treaty of 1783. The essays which accompany each map expound the map, often quoting from contemporary sources, and contain a short account of the map maker. For students of American history, or lovers of old maps—and these are legion—this book must come as a great treasure.

Trail-Makers of the Middle Border. By Hamlin Garland. Illustrated by Constance Garland. Macmillan. 426 pp.

The record of more than one New England family that migrated to Wisconsin seventy-five years ago is epitomized in Hamlin Garland's latest story. As "A Son of the Middle Border" dealt with the days of his own youth, the new book tells about the generation just preceding—the real pioneers. Never before have the early logging and rafting operations on the Wisconsin River been so graphically described. As the tale moves forward into the Civil War period, the reader gets an admirable picture of Grant in his early days as a commander—not merely as a coming national hero, but as the soldier and leader whom the Western volunteer troops respected from the first.

Oklahoma: a Novel. By Courtney Ryley Cooper. Boston: Little, Brown and Company. 303 pp.

Four decades—including the cataclysmic Sixties—lay between the settlement of the Middle Border, as sung by Hamlin Garland, and the overrunning of the Cherokee Strip, which really meant the disappearance of our last frontier. This latter episode is the theme of Courtney Ryley Cooper's historical novel. Pawnee Bill is the hero of the tale, which commemorates the close of a century and half of advancing settlement.

Ten Weeks with Chinese Bandits. By Harvey J. Howard. Dodd, Mead and Co. 286 pp. Ill.

In the summer of 1925 Dr. Howard, of the Peking Union Medical College, was captured and held for ten weeks in Manchuria by the Black Dragon River Bandits. He was rescued by Chinese soldiers after a pretended battle with the bandits. This book describes his experiences and gives information about the strange conditions under which this remarkable system of organized banditry has been kept up for many years, terrorizing an extensive region.

The People Next Door: an Interpretive History of Mexico and the Mexicans. By George Creel. John Day Company. 431 pp.

Mr. Creel's interesting story of Mexico seems to have originated in studies made by the author in 1920 when he was sent to Mexico by President Wilson as an unofficial agent for the composition of difficulties between the two republics. He brings

his narrative well up-to-date including the crisis in relations between Church and State which culminated in August last.

The Philippines: a Treasure and Problem.

By Nicholas Roosevelt. J. H. Sears and Co. 327 pp.

Mr. Roosevelt discusses the Philippine problem as an international and not a domestic question—

an issue that concerns the entire Far East and not the Philippines and ourselves alone. In a chapter entitled "The Dogs of War," Mr. Roosevelt brings out clearly the international aspects of the Philippine situation. He is convinced that the immediate granting of independence would only expose the Philippines to absorption by other countries less friendly to the Filipinos than America, and might, indeed, lead to real war.

A LIST FOR HOLIDAY BOOK BUYERS

SAY what you will, a holiday book differs from an ordinary one, and it is an important matter to know how to select, from among the bookseller's confounding array, volumes whose suitability and distinction will win a welcome out of all proportion to their price.

Fortunately this can be done in many different fields—for the light, medium, and heavy minded; for the simple and for the sophisticated. Biography, travel, fiction, humor, sports, music, religion, and science, all have their place on the superior shopping list.

So wide is the range of biography and memoirs that more readers than ever before should be won to this fascinating field. The fashion of "humanizing" flourishes in most of the following, but the serious reader will find the backgrounds truly scholarly. Either or both of two biographies of George Washington, one by W. E. Woodward (Boni & Liveright) and the other by Rupert Hughes (William Morrow) should make worthwhile gifts. Both books attempt to show the man as he really was, in contrast to what he has come to stand for, and in so doing, bring him before us freshly and vividly, in no way destroying his essential greatness. Mr. Woodward's book is

the more comprehensive of the two, and the more free from too-far flights into impressionism. "Darwin" (Houghton), by Gamaliel Bradford, survives the author's "psychographical" method even better than most. Sadly in need of an interpreter after the last few years of controversy, he here finds an excellent one.

A book which will find a hearty welcome from readers of every age over twelve is George S. Bryan's "Edison" (Knopf), in which is given a simple and clear account of the life of the man and of his truly innumerable achievements. "Julia Marlowe: Her Life and Art" (Appleton) is an easy-reading biography by Charles Edward Russell, which includes much history of the American theater. Anthony Ludovici has written a biography of Auguste Rodin (Lippincott) based on per-

sonal reminiscences. Georges Clemenceau has entitled an interesting volume of what is thought to be spiritual autobiography, "Demosthenes" (Houghton).

"Walter Camp, the Father of American Football" (Little, Brown), by Harford Powel, Jr., should find its way into many homes where Mr. Camp is a healthy household god.

For those who like the best of this sort of thing, "The Book Without a Name" (Brentano), an eighteenth century journal, will prove a delight.

The anonymous author has analyzed unswervingly the characters and characteristics of 150 years ago.

William Allen White reminds us of the excitement which would have been produced if "Bill Nye: His Own Life" (Century) had appeared forty years ago. There is much that is interesting and amusing in this chronicle of "the court jester of democracy," "a slapstick farce artist, and a good one."

In connection with the biographies of George Washington, we are reminded of a slim little book, "George Washington's Rules of Civility and Decent Behavior" (Houghton), edited by Charles Moore, and written down by Washington at the age of fifteen. To add to

what is already a quaint and amusing volume, a copy of "Youth's Behavior; or Decency in Conversation Among Men," translated from the French by Frances Hackett, is included.

There are a number of other equally human belles lettres: Dean Inge's "Lay Thoughts of a Dean" (Putnam), and his "England" (Scribner's); Viscount Grey's "Fallodon Papers" (Houghton); Mencken's "Americana: 1926" (Knopf); and Stephen Graham's "Gentle Art of Tramping" (Appleton); all have excellent reason for existing. Of these, "Fallodon Papers," with chapters on fly-fishing, bird-walks with Roosevelt, and other pleasant country practices, and "The Gentle Art of Tramping" are perhaps the best.

No one who remembers C. Le Roy Baldridge's war sketches—and who does not?—will be able to



SKETCH BY C. LE ROY BALDRIDGE FROM
"TURN TO THE EAST"

regist "Turn to the East" (Minton, Balch) which chronicles in readable prose and numerous crayon drawings, a trip taken by him and his wife through the Orient. In this connection it is well to remind the reader that Harry Franck has a new travel book out (Century).

A visit with Roy Chapman Andrews to the Mongolian desert will hold the interest of the worst fiction-only-addicts: "On the Trail of Ancient Man" (Putnam). Full of adventure and information is "East of the Sun and West of the Moon" (Scribner's), the Roosevelts' account of their trip to Central Asia.

The holiday specials in the field of fiction are of unusually high quality. This is due partly to the fact that Ellen Glasgow, Elinor Wylie, Zona Gale and Willa Cather, who stand out as four of America's few truly fine writers, have recently issued books. "The Romantic Comedians" (Doubleday) was extensively reviewed last month, and we repeat here that a chorus of praise has greeted it. It is witty, charming, and penetrating. "Every one of Elinor Wylie's novels are original works of art," says Carl Van Doren. Her latest, "The Orphan Angel" (Knopf), is an exquisite piece of artistry—poetic comedy made credible for the realistically minded. It deals with a trip made by Shelley across America, following his supposed death in Italy. Zona Gale's "Preface to a Life" (Appleton) records the early and middle life of another but different American Babbitt. "Zona Gale treats her small town as significantly as does Sinclair Lewis, but she treats it differently," says one eminent reviewer. Her great gift is consummate irony, and never is it more tellingly displayed. Although "My Mortal Enemy," Miss Cather's latest, is declared on every side one of her least important and least interesting books, yet it will be found on Christmas morning in the place of honor in many homes, for it is significant in its own way, and belongs to the small group of contemporary novels which we preserve against their future everlasting fame.

"Harmer John" (Doran), by Hugh Walpole, is the story of a "divine fool" who was done to death by his fellow citizens for trying to communicate his ideals. By many it is considered Walpole's finest novel. The scene is the same as that of "The Cathedral," but it is more interesting. Bennett's "Lord Raingo" (Doran), which is variously acclaimed and condemned, is another book which the intelligent reader will not happily do without. The third of Ford Madox Ford's monumental novel series of the war, "A Man Could Stand Up" (A. & C. Boni), is not a pleasant book about noble people, but it seems likely that it will survive as one of the few real chronicles of the times.

For auld lang syne, and for its own sake as well, Kipling's "Debits and Credits" (Doubleday) should have a large sale. Other novels which we have reviewed before, and will merely list here as to our mind splendid gift books, are Galsworthy's "Silver Spoon" (Scribner's)—if it has not already been read; Bromfield's "Early Autumn" (Stokes); Will James's "Smoky—A Cow Pony" (Scribner's)—a grand book; Donn Byrne's "Hangman's House" (Century); Carl Van Vechten's "Nigger Heaven" (Knopf)—also if not already read; Mary Webb's dramatic idyl "Precious Bane" (Dutton); Wells's "The World of William Clissold" (Doran); Martha Ostenso's second novel, "The Dark Dawn" (Dodd, Mead); Hergesheimer's out-Hergesheimering "Tam-

pico" (Knopf); "Elizabeth's" delicious farce, "Introduction to Sally" (Doubleday); the new Oppenheim better-than-ever "Harvey Garrard's Crime" (Little, Brown); the too little known Paul Kimball's "Mrs. Merivale" (Clode), which combines infinite amusement with artistic worth; A. Howden Smith's "Manifest Destiny" (Brentano), a historical romance of before the Civil War; W. J. Locke's "Perella" (Dodd, Mead), which "attractively repeats his annual performance"; Somerset Maugham's "Casuarina Tree" (Doran) and Helen Beauchler's "Green Lacquer Pavilion" (Doran) for the sophisticated.

"Trail Makers of the Middle Border" (Macmillan) completes Hamlin Garland's trilogy which began with his autobiography, "A Son of the Middle Border," and was continued in "A Daughter of the Middle Border." Like the others, it mingles the harsh details of pioneer life in Wisconsin with romance and glamour.

A new humorist appears on the Christmas scene sponsored by Don Herold and Herb Roth. "Little Benny's Book" (Macy-Masius) by Lee Pape is "boy-talk of the purest ray serene, and I do not believe that either Mark Twain or Booth Tarkington has excelled it one iota." Thus seith the introduction. "Letters of a Self-Made Diplomat to his President" (A. & C. Boni), by Will Rogers, is for the most part obvious burlesque, but it is Will Rogers's, and it is very funny.

A splendidly illustrated volume on the history, past and present, of the ring by an English expert is called "The Sweet Science" (Duffield). It is an informative and readable volume. All golf-players worthy the name should be very happy over Jerome Travers's and James Crowell's book, "The Fifth Estate" (Knopf), which is full of stories about important matches, great shots, famous players—and good advice.

For the other side of the house are two cook-books which make interesting gifts when they are as full of—shall we say—spiritual as well as material aid. Jeannette Lee's is called "If You Must Cook" (Dodd, Mead), and Isabel Cotton Smith's "The Blue Book of Cookery" (Literary Digest).

Will Durant's illuminating best-seller, "The Story of Philosophy" (Simon and Schuster); A. N. Whitehead's "Science and the Modern World" (Macmillan), a record of great adventures in recent thought; Henry Fairfield Osborn's encouragingly sane reconciliation of "Evolution and Religion in Education" (Scribner); Bertrand Russell's "Education and the Good Life" (Boni and Liveright), which should delight all parents of small children; and Lewis Browne's popular account of the history of religions, "This Believing World,"—all these are readable, attractively published, and worthwhile books.

"The Second Book of Negro Spirituals" (Viking), edited by J. Weldon Johnson with musical arrangements by J. Rosamund Johnson, and "Negro Workaday Songs" (University of North Carolina), by Howard W. Odum and Guy P. Johnson are two new additions to the bibliography of the negro which will be received gloatingly in musical homes.

"A History of Roumania: Land, People, Civilization" (Dodd, Mead), translated from the Roumanian of N. Iorga by Joseph MacCabe, should be of particular interest this Christmas. It is a country whose stormy history rewards study far beyond the expectations even of those who know its queen.

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